

The Hongkong Telegraph.

(ESTABLISHED 1861)

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July 11th, 1912; Temperature a.m. 81, p.m. 85; Humidity... 90, 78.

July 11th, 1911, Temperature a.m. 84, p.m. 87; Humidity... 71, 63.

WEATHER FORECAST
FINE.
Barometer 29.82

No. 8830

庚申年五月廿八

FRIDAY, JULY 12, 1912

五拜禮

號二十月七年七

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TELEGRAMS.

UNLUCKY P. & O.

THE PERSIA ASHORE.

PASSENGERS TAKEN OFF.

Reuter's
[Service to the "Telegraph."]

London, July 11.
Received, 12, 11 a.m.

The Peninsula and Oriental Steam Navigation Company's steamer Persia went ashore at 11 o'clock this (Thursday) morning when 20 miles off Marseilles.

The passengers have been taken off by tug boats to the scene for the purpose.

The vessel is not making water, and there is no danger.

Salvage steamers are lightening her.

IMPERIAL IDEALS.

CANADIAN PREMIER'S VIEW.

London, July 11, 3.10 a.m.
Received, 5 p.m.

Mr. Borden and his colleagues were guests at a dinner at the Colonial Institute, the Duke of Argyll, Lord Strathcona and Lord Selborne being present. Mr. Borden said Canadians were determined to work out their destiny as one of the great nations of the British Empire. They realised that naval supremacy was the breath of life of the Empire, and an integrity which could best be secured by one navy, one King and one flag. But he did not desire to say anything imperilling Canadian autonomy. The great question of defence could not be settled for years to come at conferences extending over only a few weeks. He emphasised that those responsible for defence must have a voice in the policy of shaping the Empire, and Canada did not propose to be an adjunct even of the British Empire.

THE OLYMPIAD.

SWIMMING RESULTS.

London, July 11, 3.25 a.m.
Received, 5.25 p.m.

At the Olympic games at Stockholm the 1500 metres swimming contest, free style, was won by Hodgson of Canada in 22 mins. 1 sec., which is a record. Hatfield of Great Britain was second in 22 mins. 39 sec., Hardwick of Australia being third in 23 mins. 15.4/10 sec.

The hundred metres breast stroke swim resulted in Germans only being placed.

In the hundred metres free style swim Kahanaka of America was first in 1 min. 3.2/5 sec., and Hooley of Australia in 1 min. 14.6/10 sec.

THE 200 METRES.

London, July 11, 5.10 p.m.
Received, 12, 3.40 a.m.

The 200 metres flat race, at the Olympiad, Stockholm, resulted as follows:—Craig (America), 1; Lippincott (America), 2; Applegarth (Britain), 3.

The time was 21 7/10 sec.

CANADIAN VICTORY.

The final of the 10,000 metres walking race resulted in victory for Goulding (Canada), whose time was 46 mins. 28.4/10 sec.

Wolff (Britain) was second in 47 mins. 39.4/10 sec., and Altmann (Italy) was third, his time being 47 mins. 57.4/10 sec.

TELEGRAMS.

BISLEY SHOOTING.

THE McKINNON CUP.

Reuter's
[Service to the "Telegraph."]

London, July 11, 8.5 p.m.
Received, 12, 9.25 a.m.

At Bisley the shoot for the McKinnon Challenge Cup resulted as follows:—

England 1,583
Scotland 1,556
South Africa 1,554
Ireland 1,541
Canada 1,535
India 1,490
Guernsey 1,435

MAWSON EXPEDITION.

GOOD NEWS.

London, July 11, 5.15 a.m.
Received, 5.35 p.m.

A message from Wellington, New Zealand, reports that Mawson's antarctic ship Aurora has arrived from Port Chalmers. The ship left all the members of the expedition in good health.

ARMY HEADGEAR.

REVIVAL OF SHAKO.

London, July 11.
Received, 6.51 p.m.

According to a report in the "Morning Post" the War Office has decided to abolish the infantry helmet and revive the shako.

THE CHINESE REPUBLIC.

GERMAN PRINCE'S VISIT.

(From Chinese Sources.)

Peking, July 11.
Prince Waldemar of Prussia has visited Peking for six days and is now returning to Europe.

THE WUHU REVOLT.

As the result of the mutiny of the troops at Wu-hu, 27 shops were looted and four burnt down.

TANG'S REQUEST.

Ex-Premier Tang has decided not to return to Peking, and has asked the Ministry of Finance to reveal to the public how the Belgian loan has been appropriated.

MAGAZINE EXPLODES.

Shanghai, July 11.
One of the magazines in Fientain has exploded and several persons were killed, including a commander.

THE PRESS WAR.

President Yuan has directed Chin Ping-kwan, Minister of Internal Affairs, to mediate in the "press war."

REPUBLICAN AMITY.

On the 9th inst., Chinese, French and American Republicans held a memorial meeting at Chung-yuen, Shanghai. Thousands of Europeans and Chinese attended.

THE BELGIAN LOAN.

Peking, July 11.
The Ministry of Finance has given publicity to the items of expenditure which have been met out of the Belgian loan.

A GOOD SIGN.

All the barricades erected round the Legations during the revolution have now been pulled down.

PROVINCIAL INSPECTORS.

President Yuan has appointed several officials as Inspector Generals of the provincial forces. Tang Po-chiu has been appointed for the province of Kwangtung.

SAT-KAI KUNG YIK PO.

TELEGRAMS.

ANGLO-FRENCH TENNIS.

HONOURS EASY.

Reuter's
[Service to the "Telegraph."]

London, July 11, 6.30 p.m.
Received, 12, 9.23 a.m.

Lawn tennis matches between England and France, preliminary to the Davis Cup, have resulted as follows:—
Dixon (England) beat Decugis (France) 6-3, 6-2, 6-4.
Gohert (France) beat Gore (England) 6-4, 4-6, 6-3, 6-3.
The matches were played at Folkestone.

IMPERIAL CRICKET.

London, July 11, 5.15 a.m.
Received, 5.35 p.m.

It is probable that His Majesty the King will attend the Test match between Australia and South Africa at Lord's on the 15th inst.

POLICE RAID ON NEWS BOYS.

Owing to the arrest of one of our news-boys by the POLICE yesterday afternoon, many of the boys became frightened and returned to this office with their papers unsold.

As a consequence of this arrest and fright, we NOW OFFER to all bona fide NEW SUBSCRIBERS to the "HONGKONG TELEGRAPH," whose names are enrolled during the month of JULY, the SPECIAL RATE of \$1.50 (half price) PER MONTH.

If the action of the police prevents the paper from being sold on the streets by news-boys we will sell it direct from this office as well as deliver it to all our subscribers, old and new alike.

Hongkong, July 2, 1912.

THE DOCK TROUBLE.

13 MEN INJURED.

Reuter's
[Service to the "Telegraph."]

London, July 11.
Received, 6.51 p.m.

Altogether thirteen were injured at the Surrey Commercial Docks and were taken to hospital. Most of them are cut and bruised, none being shot through with revolvers were undoubtedly fired. One arrest has been made.

ANOTHER AFFRAY.

London, July 11, 5.10 p.m.
Received, 12, 3.40 a.m.

There has been another affray at the Surrey Commercial Docks. The strikers are seemingly desperate and furious.

INDIAN RAINS.

ANXIETY ENDED.

London, July 11, 3.20 p.m.
Received, 12, 9.15 a.m.

A message from Reuter's Simla correspondent states that abundant rain has fallen throughout nearly the whole of Northern India. This has relieved the acute anxiety produced by the drought.

TELEGRAMS.

IMPERIAL DEFENCE.

IMPORTANT MEETING.

Reuter's
[Service to the "Telegraph."]

London, July 11.
Received, 12, 1.5 a.m.

Mr. Asquith presided at a meeting of the Imperial Defence Committee which was attended by Mr. Borden and four other Canadian Cabinet members, as well as Lord Haldane, Mr. Lloyd George, Mr. Churchill and other Ministers and naval and military members.

ROYAL VISIT.

INDUSTRIAL INSPECTIONS.

London, July 11, 3.25 a.m.
Received, 5.25 p.m.

Their Majesties King George and Queen Mary have toured the industrial districts of the West Riding of Yorkshire, visiting the glass-blowing, wire-making, fuel and woollen works.

TELEGRAMS.

OUR FOREIGN POLICY.

THE MEDITERRANEAN.

Reuter's
[Service to the "Telegraph."]

London, July 11.
Received, 5.30 p.m.

Sir Edward Grey, speaking in the House of Commons in regard to the Foreign Office vote and referring to the situation in the Mediterranean, pointed out the necessity of a sufficient margin of strength in Home waters without relying upon the foreign policy alone to protect the United Kingdom. It is, he said, unnecessary for us to keep a foreign fleet in the Mediterranean able to hold our own at any moment against all other Powers. Though there is no prospect of any quarrel in the Mediterranean, if we abandoned it, altogether there would be a tendency for us to slip out of account and the diplomatic situation thereby might become strained. We ought to keep a sufficient naval force in the Mediterranean available for use at any moment to enable us to be counted as one of the Mediterranean naval powers. In view of the coming debate on the subject he would not say more than that our foreign policy remained unchanged. The starting point of any new development of our foreign policy in Europe was the maintenance of our friendship with France and Russia. He welcomed the meeting of the Kaiser and the Czar. Our relations with Germany, he said, were excellent. They were perfectly frank with each other on all questions of mutual interest and he (Sir Edward) believed that when questions came up for discussion, such as, for instance, their respective interests in Africa or the Baghdad railway, both would be convinced that their mutual interests could easily be reconciled.

CRITICISM.

Mr. Bonar Law criticised Sir E. Grey's attitude with regard to the Mediterranean, where, he said, the naval force should be strong enough to overcome any probable combination.

GERMANY SATISFIED.

London, July 11, 3.20 p.m.
Received, 12, 9.15 a.m.

Sir Edward Grey's speech has produced an entirely favourable impression in Berlin, and it is pointed out in official circles that the assurance that there is no single question between the two countries, and that their relations are excellent, coincides with the German view, which fully recognises that friendship with France and Russia is the starting-point of British policy. It is also pointed out that there is no disposition on the part of Germany to object to Basra as the terminus of the Baghdad Railway.

ART EXHIBITION AT SAIGON.

"Le Courrier d'Haiphong" informs us that the opening of the Saigon Salon, originally fixed for the 21st inst., has been postponed till August, when the Government Council will be holding its session. On the suggestion of M. Outrey, president of the Society, the committee has decided to organise a retrospective exhibition of native art, and therefore appeals to all persons owning Annamite works of art to lend them for exhibition. To give additional interest to the 1912 Salon, special space will be reserved for the exhibiting of Annamite art treasures.

TELEGRAMS.

ELECTORAL REFORM.

FRENCH DECISION.

Reuter's
[Service to the "Telegraph."]

London, July 11.
Received, 8.38 a.m.

Reuter's Paris correspondent states that the Chamber, by 339 votes to 217, adopted the Government Bill for electoral reform, based upon proportional representation. The Radicals strenuously opposed the measure, and hooted M. Poincare after the division.

WINNIPEG EXHIBITION.

London, July 11, 5.15 a.m.
Received, 5.35 p.m.

At Winnipeg H. R. H. the Duke of Connaught has opened an industrial exhibition.

Replying to an address, His Royal Highness the Governor General said the only parallel to the warmth of his reception at Winnipeg was at Johannesburg. He mentioned that it was King Edward who had selected him as Governor General of Canada.

THE GREAT NORTHERN TELEGRAPH CO.

The Great Northern Telegraph Company's privilege of landing on the soil of Japan its cables between Nagasaki and Shanghai and between Nagasaki and Vladivostok expires on the 21st of December next, and the Japanese Government intends to avail itself of this opportunity to purchase the cables, from diplomatic and commercial considerations. On the other hand, the Company's charters from the Russian and Chinese Governments to land their cables extends to 1930. As the high charges are made of 48 sen per word for ordinary messages and 18 sen for Press service between Nagasaki and Vladivostok, these two lines are a great source of revenue to the Great Northern Company, and some doubts were felt as to the success of the Japanese overtures to take them over. The present indications are, according to the Japan Mail, that the Company will accede to the surrender of the Nagasaki-Shanghai line, but will demand a further extension of its privilege to use the Russian line on condition that it reduces its charges to a reasonable rate.

THE TRIALS OF THE PRESS PHOTOGRAPHER.

The high-handed expulsion of a Press photographer from military land at Aldershot recently, continues to excite much comment in service circles, and the general impression is that an unfortunate mistake was committed, says a Home paper. For surely, if it was a part of the King's intention to popularise the army by his visit, and apparently it was, then the utmost courtesy and every facility should have been afforded those who have it so largely in their power to increase the army's prestige and honour.

NEWS FOR BUSY MEN.

Telegrams.

At Bisley the McKinnon Challenge Cup has been won by England, Scotland being second.

News of the Mawson Expedition states that all were in good health at Port Chalmers.

The War Office has decided to abolish the infantry helmet and revive the shako.

The French Chamber has adopted the Government Bill for electoral reform. It is based on proportional representation.

There Majesties have toured the industrial districts of the West Riding, and visited various works.

It is stated on reliable authority that there are good prospects for the early settlement of the Turco-Italian War.

King George will probably attend the cricket match between South Africa and Australia on the 15th inst.

The P. and O. steamer Persia, from London to Bombay has gone ashore near Marseilles. All the passengers have been taken off, and the ship is not making water.

There has been another affray between the strikers and workers at the Surrey Commercial Docks, two of the latter being seriously injured.

Sir Edward Grey has delivered an important speech on British policy in the Mediterranean, stating that it is unnecessary for us to keep a force there which would be able to hold our own at any moment against all other Powers.

Mr. Borden, the Canadian Premier, delivered an outspoken speech at a dinner arranged by the Colonial Institute. He declared that those responsible for defence must have a voice in the policy of shaping the Empire, and Canada did not propose to be an adjunct even of the British Empire.

LOCAL.

For dangerous blasting a Chinese contractor was to-day fined \$100.

The family of the man who made an attempt on the life of Sir Henry May have come to Hongkong, hoping to see accused.

A cargo-boat woman, for anchoring in a prohibited place within prohibited hours was fined \$10 at the Marine Court.

For the larceny of 100 lbs of dynamite and other offences, a man was to-day sent to gaol for three months.

For using his boat in the harbour without a licence, a fisherman was sent to gaol for a month to-day, at the Marine Court.

The mosquito larva case was re-opened to-day, but the Magistrate's previous decision was upheld. Leave to appeal was given.

In the Summary Court to-day an action was mentioned in which Emma S. Hamilton sued Mr. H. W. Looker, solicitor, for \$1,000. It was suggested that a jury might be necessary.

The third party case, concerning the Coronation Garage, reached its closing stage to-day, before the Chief Justice, judgment being reserved.

The concert given by the Philharmonic Society last night was a distinct success. H. E. the Governor and Lady May were present, and the programme was of a refined and enjoyable order.

The case in which a man is charged with possession of \$3,000 worth of morphine again came on to-day before Mr. Melbourne. For the defence Mr. Lewis contended that though the drug was in defendant's custody it was not in his possession. A decision is to be given to-morrow.

Notice

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at Home,
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there that's
a holiday.

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for £45 to London (return ticket \$74) and to San Francisco
£25. SPECIAL RATES to officers, Army, Navy, Consular
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Steamers	Tons	Starting	TUESDAY,	1912
MANCHURIA	27,000	"	July 16,	1 P.M.
MONGOLIA	27,000	"	Aug. 6,	1 P.M.
KOREA	18,000	"	Sept. 8,	1 P.M.
SIBERIA	18,000	"	Sept. 17,	1 P.M.

INTERMEDIATE.-

NILE	11,000	"	July 30,	1 P.M.
PERSIA	9,000	"	Aug. 27,	1 P.M.

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EASTWARD.
The S.S. "FAZILKA," 4,162 tons, Captain Uamade, will be de-
parted for YOKOHAMA and KOBÉ on the 19th July, at Noon, to be followed
on the 26th July by S.S. "ITOHA" Capt. W. W. Tucker, taking Cargo
and Passengers at current rate.

WESTWARD.
The S.S. "ITINDA," 5,351 tons, Capt. A. J. Evans, will leave Hong-
kong for SINGAPORE, PENANG and RANGOON on the 25th July,
at Noon, followed by the S.S. "FULTALA," (Capt. H. W. Tallent) on the
2nd August at Noon, taking cargo and passengers at current rates.
The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences.
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JARDINE, MATHESON & CO., LTD.,
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Hongkong, 11th July, 1912

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STEEL RAILWAY WAGONS.

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Hongkong, 23rd September, 1911.

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FOR NEW YORK.

S.S. "MIDDLEHAM," on or about
"CASTLE" 18th July.

For Freight and further information,
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DODWELL & CO., LTD.,

Agents,
Hongkong, 19th June 1912.

AMERICAN & MANCHURIA

LINE.

(Buoknall Steamship Lines, Ltd.)

FOR BOSTON AND NEW YORK.

THE Steamship

"KANSAH"

Captain R. T. K. will be de-
parted from this Port on or about the 9th
August.

For Freight and further particulars
apply to

THE BANK LINE, LIMITED,

General Agents,
Hongkong, 5th July, 1912.

SOCIETA NAZIONALE DI

SERVIZI MARITTIMI.

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PORE AND PENANG.

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Said, Messina, Naples, Genoa and
Leghorn, also Venice and Trieste, all
Mediterranean, Adriatic, Barolo a,
Valencia, Algeiras, Almeria and
Malaga, Levantine and South Ameri-
can Ports up to Callao.)

THE Steamship

"POLOVERA"

Capt. Amasaga, will be de-
parted from this Port on or about the 18th inst.,
at Noon.

For further particulars regarding
freight and passage, apply to

CARLOWITZ & CO.,

Agents,
Hongkong, 9th July, 1912.

To Sail

NORDEUTSCHER LLOYD,
BREMER.

NOTICE.

For KUDAT and BANDARAN.

Taking Cargo at Through Rates to
Taymo, Lahad Datu, Labuan,
Jolo and Menado and
Jostelton.

THE Steamship

"BORNEO"

Capt. F. Sembill, (Loading FRIDAY,
p.m.) will leave on SATURDAY, the
18th inst., at 10 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,

MELOHERS & CO.,

General Agents.
Hongkong, 10th July, 1912.

"INDRA" LINE, LIMITED.

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Capt. W. E. Kelway, will be de-
parted from this Port on or about the 8th July.

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1. A large blue (Ming Dynasty)

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2. A large blue, green, with red birds.

(10 inches)

3. A large blue, black ground with red rose.

(10 inches)

4. A large blue, black ground with white rose.

(10 inches)

5. A large blue, black ground with black ground

with red flowers.

(10 inches)

6. A large blue, black ground with red colour

rose.

(10 inches)

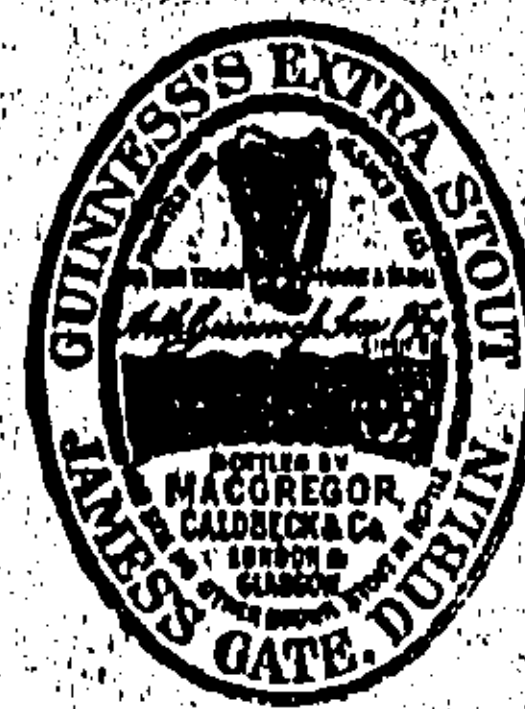
And a lot of brown colour, white colour, pink

colour, sky blue, and Shang Pottery, Ming Pottery,
Horse like and other. Also Long fire colour
apple red, etc.

These vases are seldom to be seen in
any part of the world. They are famous
for their beauty and effect.

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"SHELL" TRANSPORT MEETING.**STRIKING SPEECH BY THE CHAIRMAN.****Record Year Predicted.**

The annual general meeting of the Shell Transport and Trading Company, held on June 19, had, says the "Financial Times," been looked forward to with more than usual interest in view of the present condition of the oil market, and also having regard to the fact that the Directors of this Company have reduced their dividend for the past year by 25 per cent. to 20 per cent. It was generally anticipated that Sir Marcus Samuel, the Chairman, would reassure the shareholders as to the future at the earliest convenient opportunity, and, as a perusal of the subjoined report of the meeting will show, this belief proves to have been well justified. After discussing the strength of the Company's position in connection with its supplies of petroleum, and also in connection with its huge financial resources, Sir Marcus Samuel enlarged upon the increasing uses to which petroleum is being put in connection with the generation of power, and it is clear that, in his opinion, the "great oil age" has only just begun. The Company appears to be holding its own in the contest which is in progress with the Standard Oil Trust, and seems likely to reach a climax in the near future. Altogether, the Stock Exchange was very well pleased with the Chairman's speech, and although the quotation for the shares did not advance appreciably, the tone of the market showed a distinctly harder tendency after the meeting than for some time past.

The meeting was held at Winchester House, E.C., Sir Marcus Samuel, Bart. (the Chairman), presiding.

The Secretary (Mr. E.A. Smith-Roe) having read the notice and the report of the auditors.

The Chairman, in the course of a lengthy speech, said: "When I last had the pleasure of addressing you I informed you that an American company had deliberately set itself to destroy prices and I had made a deal set against Java. The policy of the Standard Oil Company, carried out over the entire domain in which we trade, has resulted in receipts from our joint companies of £600,000 less for kerosene sold in 1911 than in the preceding year. A similar course was adopted with regard to petrol and not withstanding that a duty of 3d per gallon was placed by the Government on petrol in England, the low price of 1s. per gallon, including the duty, was maintained up till December, 1911. In the result, after writing off the enormous sum of £222,000 for 'depreciation'—but which really amounts to the extinction of all sums spent on capital account during the year—including the cost of the purchase of the Shanghai-Langkai Company's properties we have been able to declare a dividend of 20 per cent., and to increase our undistributed profits to £204,985. Having referred to the attempt made by the Standard Oil Company to obtain a footing in the Dutch East Indies, the Chairman continued: Including the balance brought forward from 1910, there is a credit to the profit and loss account of £29,410, and deducting all expenses, there remains £913,735. Your directors recommend that a further and final dividend for the year 1911 of 2s. per share be paid, making 20 per cent. for the year, and leaving a sum of £294,985 to be carried forward. The dividend is paid free of income-tax. Summarized balance-sheets of the Batavia Petroleum Maatschappij and the Anglo-Saxon Petroleum Company, Ltd., have been circulated with our own. Including amounts previously provided, it will be seen that from the inception of these companies in 1907 £3,207,000 has been written off for depreciation. I am anxious to make it clear to you that we actually write off (as depreciation) all expenditure made by us on improvements of old or extensions of new territories, unless otherwise expressly stated. This, I emphasize, is the policy of the company, and it is the only policy which will enable you to raise by the result obtained from the Anglo-Saxon Petroleum Company, Ltd., who derive their income largely as shareholders in the Asiatic Petroleum Company, Ltd., and also obtain revenue from shipping and storage. Notwithstanding that the dividends of the Asiatic Petroleum Company were very seriously reduced, the profits on the transport and storage portion of the business have been so satisfactory as to enable the Anglo-Saxon Company to pay £80,000 more dividend than last year, as well as writing off for depreciation £310,000, against £205,000. It is this splendid elasticity in the earning powers of the companies which inspires me with hope of largely increased earnings under normal conditions. In spite of its overwhelming advantage, the internal combination engine for ships has been slow in its development. Seeing how enormously we are interested in procuring an outlet for liquid fuel, if no other interests take the question up I propose doing so myself, so soon as I am satisfied that British builders can make and deliver engines of this type of a satisfactory character, and on a sound business basis. (Applause.)

The Supply of Petrol. There is only one question now for me to deal with, and that is the supply of petrol. The position of this article is one in which your directors feel very acutely their responsibility. Shell spirit, owing to its magnificent qualities, has attained a world-wide reputation, and there is consequently a world-wide demand for it. It was in December, 1911, that gradual increases in the price were established, owing to the development of the consumption of petrol in America and elsewhere to such an extent as to compel the Standard Oil Company to raise their prices. In other words, the inexorable law of supply and demand brought about an adjustment of prices. If somewhat galling to the consumer, who had been spoilt by buying petrol under the stress of competition not based on commercial grounds, at a price much below what it would have been in normal circumstances, the rise is satisfactory to the producer. You possess in your own splendid production of petrol of unrivalled quality an asset of undeniable value, because the consumption increases throughout the world in a very remarkable manner. In my opinion, it is not too much to say that, had its possibilities been realized, electric tramways would not have been constructed. The working of the motor-omnibus does away with the great inconvenience caused both by the building and working of tramways, and the cost of running is materially in its favour. It can only be a question of time when, stimulated by the financial results achieved by the London Omnibus Companies, provincial centres will take up the movement, too. This transport is for the million, whilst the taxicab performs its useful function, for a different class. The owners of motor-cars, including the medical profession, utilise it to an enormous extent. To my mind, however, its greatest importance is the inevitable use that must be made of it for Army transport, for aeroplanes and hydroplanes. So blind is the world to progress that, although under the very eyes of millions of people petrol is doing its beneficent work, the regulations for its transport, both by river and by rail, and for its storage, are still based upon the supposition that it is an article scarcely less dangerous than dynamite. We have invoked the help of enlightened public opinion to get the ridiculous restrictions which prevail in London relaxed, and I hope ultimately removed.

The Current Year. It is with great pleasure that I am able to announce the declaration of an interim dividend for the year 1912 of 1s. per share, being at the rate of 10 per cent. per annum. It is an open secret that our profits would have enabled us to make a larger distribution than this. The company, however, will be always prudent to confine their interim dividends to a moderate amount, leaving the final dividend to be paid after the accounts are made up. We have informed you that prices for our goods

had become normal and profits most satisfactory, and we have good grounds for the statement. Although barely six months of the year has elapsed, it is with some confidence that your directors predict that, saving the occurrence of unforeseen events, the earnings for 1912 will probably constitute a record in the history of this company. (Applause.) I entirely repudiate the assertions made that this company is in any sense, shape, or form, a trust. We have 6,300 registered shareholders. There are 40,000 Bearer Warrant shares. It is open to every man and woman to become a shareholder if they choose. Unlike trusts, we publish our accounts in the fullest possible manner; we hold our meetings in public, and it is open to any shareholder to ask for explanations. I now formally move the adoption of the accounts.

Mr. H.W.A. Deterling seconded the motion, which was carried unanimously.

The retiring directors (Messrs. W.H. Samuel, A.V.D. Beat, H.N. Benjamin and A.J. Cohen Stuart) were re-elected and Messrs. Turquand Youngs and Co. were reappointed auditors.

Mr. Cull proposed a vote of thanks to the Chairman and directors, and Mr. E. T. Delmege, in seconding the motion, urged the claims of present shareholders to a larger distribution of profits. He referred to the large amounts set aside to depreciation in this company and its subsidiaries, and said he learned from that able paper the "Financial Times" that the company had earned 34 per cent. in the past year.

The vote was unanimously accorded, and the Chairman, in acknowledging the compliment, said the directors would willingly meet Mr. Delmege's views if they thought they could wisely and safely do so in the interests of the shareholders. He admitted that the writings off in this company were absolutely heroic. It was, of course, a fallacy to say that 20 per cent. dividend was earned on the capital of the company. The actual capital in the business was enormously more than the nominal capital, and had been contributed and put aside by the shareholders themselves. Those who ran the enormous risks of founding this business practised a policy of self-denial for many years, and when they obtained their reward, as they must and would, it would be most unfair and altogether wrong to say that they were receiving enormous dividends. He believed Mr. Delmege's wishes would be gratified in 1912. (Applause.) The proceedings then terminated.

GENERAL NEWS.

Canada and English Immigrants.

There is some plain-spoken criticism in a report on the necessity of improving the arrangements for immigration into Canada written by Mr. Arthur Hawkes, the Dominion Commissioner.

Referring to the "presumed unpopularity of the English in Canada," he remarks that it need not have existed at all if the English could, by instinct, have acquired essential knowledge about Canada in England.

"It is ineffably foolish," he remarks, "for any Englishman to suppose that Canada can be adjusted to his notions on sight. All that is needed to make English immigration to Canada exceedingly successful is the willingness to have it so. The breed is right, though some of the samples may not be geniuses." The anything-is-good-enough-for-the-colonies attitude is defunct, he adds.

Hankow Re-construction in a Muddle.

The Reconstruction Board of Hankow finds itself up against some practical problems that are not easy to solve, observes the Peking "Daily News." It was intended to begin by laying out that part of the new city outside the wall, but a large part of this district consist of ponds, and the Board has discovered that there is no spot at the handy distance for filling these in. So now, after an unsuccessful attempt to take earth from land near by, the city-makers have decided to let the ponds remain and do the water work in the ruins of the old city.

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LOST.

LOST on July 4, a large white fox-terrier dog, black-marked head. Owner's name on collar. Finder will be rewarded. Lieut. F. A. S. Mungin, R. A. Kowloon, Hongkong, 10th July, 1912. 613

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The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 12, 1912.

LOCAL NUISANCES.

That something is wrong with the municipal administration of this good city of Victoria is manifest from the number of complaints which reach the office of the "Telegraph" from time to time—complaints from people of various nationalities and social grades; from total strangers to the place, and from old and influential residents. We have always sought to give to each of these its due weight, and have published, withheld or commented upon such adverse expressions of opinion according as we deemed them fair and justifiable or the reverse. We have never proposed to throw open our columns to parish-pump politics, to the exclusion of matter more interesting and useful; nevertheless so long as it is impossible to take a half-hour's walk or ride through Hongkong without having confirmatory evidence thrust upon us as to the abuses, great or trifling, to which our correspondents and others have drawn attention, so long shall we consider it our right and our duty to urge upon those responsible the desirability of aiming at better things. We may add that we are encouraged thereby by the successful results which some of our grumbles in the past have achieved.

We do not venture to draw up a list of prevalent abuses; our space is too valuable; but we may well quote just a few heads. To begin with, there is the eternal coolie trouble; the fact that Europeans are obliged to walk in the roadway to the end that the great unwashed, whether loafers and idlers or bearers of cumbersome, uncleanly and malodorous burdens, may monopolize the pavements. Again, there is the ever present likelihood of a foot-passenger's being deluged with the dirty water that falls in a cascade from the verandahs into the road; there is the fact, too, that certain parts of the Praya are unendurable by reason of the stenial arising from the harbour; and no steps, so far as we can gather, are ever taken to prevent the dirty and the thoughtless from decorating the pavements with spittle and fruit refuse. Apparently there is still no rule of the road in regard to rickshaws or even motor-cars. Further, like Pier—one of the few spots in the Colony where rests are provided—is occupied the livelong day by Chinese idlers, so that Europeans who may wish to sit down for five minutes may not do so. Until a member of the Legislative Council brought forcible argument to bear, the condition of the spaces near the Law Courts and the Club was a disgrace to Hongkong. And to this might easily be added a score of other grievances which yield perfectly legitimate grounds for dissatisfaction.

We are slow to criticize the actions of the police and the magistrates, for no one is better aware than we of the thousand and one difficulties, wherever their daily path is beset. Yet even where these difficulties of the King's peace are concerned, it appears to us that there is excess of zeal at one end of the rope accompanied by what we must call—for want of a better word—sluggishness at the other. The majority of the above-named annoyances could be speedily ended by them by dint of a little patience and perseverance. We would deplore as readily as anyone the existence of one law for the European and another for the native; we readily admit that there are not a few white people in this Colony who could learn many a lesson in industry, politeness and sobriety from the Chinese; at the same time however, we cannot too strongly deprecate any policy of over-tolerance that might give the Asiatic populace the mistaken idea that the British Government feels to offend it. At least let justice be done, even though the heavens fall.

DAY BY DAY.

Common sense is the ability to detect values.

Ship Report.

The s.s. Fazilka arrived to-day from Rangoon and reported fine weather and smooth sea.

A Good Voyage.

The s.s. Glenlogan, from London, reports having experienced fine weather throughout.

Hongkong Residents in Manila.

Mr. and Mrs. Henry Humphreys arrived in Manila on the 7th inst., by the "Kumano Maru."

Mails Arrived.

The following mails arrived to-day:—American and Siberian, s.s. Chiyo Maru; Manila, s.s. Kai-fong; Swatow, s.s. Hui-mun.

Returned from Banishment. At the Police Court, to-day, Mr. O.D. Melbourne sentenced a man to six months imprisonment for returning from banishment.

Ferry Accident.

A man has been removed to the hospital suffering from injuries received through falling whilst jumping from a ferry steamer before it was made fast.

Shipping case Adjourned.

A further week's adjournment has been ordered in the case of the Pacific Mail s.s. Co. v. A. R. Marty, in Summary Jurisdiction. The claim is for \$254.71.

Deciding Match.

Kowloon C.C. meet Queen's College at home to-morrow (Saturday) in a League match which will decide this year's championship.

Postponed.

An adjournment of one week was ordered by the Puisse Judge this morning, in the case in which Karl Oller sues Jean Anreley to recover \$136.

Hawking within limits.

A fine of \$3, or in default seven days, was imposed on a man at the Police Court, this morning, for hawking within market limits.

Alleged Armed Robbery.

A further remand was granted by Mr. E.A. Irving, at the Police Court this morning, in the case of three men who stand charged with committing an armed robbery at Yuen-nai.

Moonlight Picnic.

On Tuesday the 30th inst. the Y.M.C.A. tennis club are having a moonlight picnic. The launch will leave Police Pier, Kowloon, at 8 p.m. and Blake Pier a quarter of an hour later.

Standard Oil Co.—Big Indian Order.

The Calcutta branch of the Standard Oil Co., have, we hear, a further order from the East Indian Railway Company for the supply of 10,000 imperial gallons of mineral oil for the Locomotive Department.

Obstruction.

At the instance of the Sanitary Board, three stall-owners were brought before Mr. Melbourne, at the Police Court this morning, charged with causing an obstruction in Graham Street. The first man was discharged, the second fined \$2 and the third \$5.

One of a Gang.

A member of a gang of pick-pockets from Shek Tong Shui was sent to goal for six months and given four hours stocks by Mr. E. A. Irving, at the Police Court, this morning.

The defendant was caught after he had taken a silver watch and \$1.40 from a man. He had ripped the pocket with a knife.

In Course of Settlement.

The case in which S. A. Marican, whose name has been prominent in the third party case proceeding before the Chief Justice, sued Fatah Mohamed to recover \$103.25, was mentioned before the Puisse Judge this morning. Mr. Leo D'Almada e Castro, appeared for the plaintiff and applied for the case to be adjourned sine die as it was in course of settlement. The application was granted.

Tragedy on the Manchuria.

Lo Yang, able-bodied seaman, of the Manchuria, fell from the cross-trees to the deck on July 3 at Manila, every bone in his body being crushed by the fall. The sailor was scraping point off the mast, and in some way lost his hold and fell, striking the railing, then falling into the water, where his body was recovered later by the crew of the ship. Lo was 50 years of age, and has a wife living in Kowloon, to whom his body will be sent, it having been embalmed for the purpose.

The Alleged Poisoning Case.
The gentleman alleged to have been the victim of poisoning, is feeling much better to-day we are informed.

Accident.
While Mr. C. Crispin of the Kowloon Dock Co., was on board a Japanese steamer yesterday in the harbour, a block fell striking his head, removing a piece from his temple and breaking his arm.

An American Bail Estreated.
An American named G. Wilson who was out on bail in connection with a charge of assaulting a sheriff at the Victoria Hotel failed to appear at the Police Court, to-day and his bail of \$25 was estreated.

Another Philippine Official on Hongkong.
Colonel John Q. A. Braden, treasurer of Albay province, Philippines, arrived in Hongkong this morning from Manila by the Kailong. Lieut. Commander Kimberley, U.S.A., was a passenger by the same boat.

The New Commodore.
Commodore Robert H. Anstruther, O.M.G., hoisted his broad pennant to-day in H.M.S. Tamar, having assumed command of that ship and the charge of the Naval Establishments at Hongkong in succession to Commodore C. J. Eyres.

Farwell Dinner.
Yesterday evening a farewell dinner was given to Mr. M. I. Watson at the Hongkong Hotel. Mr. Watson, who is manager of the Asiatic Petroleum Company, leaves for home to-morrow on the Empress of Japan, proceeding via Siberia. Mr. W. H. Bell has relieved him as manager.

THE PHILHARMONIC SOCIETY.

A Splendid Concert.

The warm weather of the past few days in no way deterred a goodly number of people turning out to the Philharmonic Society's concert which was held yesterday evening at the City Hall. Additional importance was lent to the event by the fact that H. E. the Governor (who is Patron of the Society), and Lady May, together with a party including Commodore Eyres, Hon. Mr. Claud Severn, Hon. Mr. C. Clement were present. The platform was decorated with palms, while some powerful fans added much to the comfort of the audience.

Mr. Denman Fuller showed a happy choice in his selection of a chorus for the rendering of the two items from Elgar's "Scenes from the Bavarian Highlands," and "Silent Night," by Barnby. A very good balance was obtained which was shown to equal effect in the more robust "The Dance" and in the tender passages of Barnby's composition.

Very few will deny the claim that the artist of the evening was Mrs. Schofield, who gave a good hint of what was to come later, in the cycle of four songs written by Mr. Denman Fuller. These songs remarkably fine in themselves, were treated by the soloist in a manner worthy of the highest commendation. They fully deserved the applause given by the audience.

Mr. G. Vermeij gave an admirable violin rendering of Warner's "Invocation" and as a second item "Danse Russe." We do not remember hearing Mr. Vermeij before, though this is not his first appearance on the concert platform. He has undoubtedly established his position in the front rank of local instrumentalists, by fine execution and a delicate appreciation of light and shade.

Mr. F. Austin was in fine voice in "The Pipes of Pan" (Elgar), a song well suited to him.

When Mr. Fuller played last in Shanghai he scored heavily with Debussy's "Reflections in the Water" and last night he did equally well with the same piece. The work is one in which a variety of tone may be obtained and pleasing effects obtained in the intricate harmonies with which it abounds, and to say that Mr. Fuller brought out the best from his instrument is to pay but a small tribute to the fine artistry he displayed. Chopin's "Study in G Flat," the "One minute study," made a very good second item, which was also very well rendered.

Somervell's song cycle "Wind Flowers," so as to create quite a "Peter Pan" atmosphere from the very outset, the effect being brought by dainty music fitted to words of what might be termed "child verse." In this respect the quartette "Going to bed" stands pre-eminent, and it necessarily followed that a quartette that could manage to retain the atmosphere, would make an artistic success of the cycle. This undoubtedly was done by Messrs. Schofield and Cousins, and Dr. Lobb and Dr. Schofield, R. N. The solo parts were admirably sustained by Mrs. Schofield and Dr. Schofield, who came together in the duet "Two doves on the self-same branch" with fine effect, as they invariably do in duet work. The ten items were well performed and were much appreciated.

Judging from the applause accorded last evening, the Song Cycle is a form of vocal work which appeals to audiences in Hongkong. Probably it is the continuity that exists between the individual numbers that is pleasing, but there can be little doubt that a repetition of the departure should prove popular. The whole programme, and its reception, proved that high-class music is really appreciated, and the concert may be regarded as a complete triumph for the society.

The programme was as follows:—

Part I.

Choral Songs:—
(a) "The dance" E. Elgar
(b) "Lullaby," E. Elgar

Mrs. Head, Mrs. Kow, Mrs. Platt, Miss Griffin, Mrs. Bishop, Mrs. Cousins, Mrs. Main, Miss Hunt, Mr. R. Peyton-Griffin, Mr. S. Hore, Mr. F. Austin, Mr. F. A. Bidden, Mr. G. H. Platt.

Song Cycle: "Four Songs of Emotion," Denman Fuller

(a) Where thou art gone.
(b) My love for you.
(c) When I gaze.
(d) The dawn of joy.

Mrs. Schofield.

Violin Solo "Invocation" Warner

Mr. G. Vermeij.

Song "Pipes of Pan" Elgar

Mr. F. Austin.

Part Song "Silent night" Barnby

Mrs. Head, Mrs. Kow, Mrs. Platt, Miss Griffin, Mrs. Bishop, Mrs. Cousins, Mrs. Main, Miss Hunt, Mr. R. Peyton-Griffin, Mr. S. Hore, Mr. F. Austin, Mr. F. A. Bidden, Mr. G. H. Platt.

Part II.

Piano Solos (a) "Reflections in the water" C. Debussy
(b) "Study in G flat" Chopin

Mr. Denman Fuller.

Song Cycle "Windflowers"

A. Somervell

Mr. Schofield, Mrs. Cousins, Dr. M. Lobb, Dr. Schofield, R. N.

At the Piano: Mr. Denman Fuller.

Quartet. "Twist me a crown of windflowers."

Quartet. "High over the brookers."

Soprano Solo. The wind has such a rainy sound.

Quartet. Hope is like a lullaby.

Soprano and Baritone Duet. Two doves on the self-same branch.

Quartet. Music, when soft voices die.

Soprano Solo and Quartet. When a mountain skylark sings.

Quartet. Going to bed.

Baritone Solo and Quartet. Windy night.

Quartet. All round the house is too jet black night.

MARINE COURT.

A Fisherman's Neglect.

This morning at the Marine Court before Commander C. W. Beckwith, Shik Lu, a fisherman, was charged with unlawfully using his boat in the waters of the colony at Yeung Shu-wan, without having a licence from the Harbour Master.

Defendant pleaded guilty. The sergeant in charge said that he told the defendant to take out a licence but he did not do so.

A fine of \$5 was imposed, but the defendant chose to do the alternative one month's hard labour. At the instance of P. C. Dyke 121 Leung Woon, a cargo boatwoman, was charged with anchoring within 100 yards of low water mark in a prohibited place on July 10, during prohibited hours, for the very first time, the effect being brought by dainty music fitted to words of what might be termed "child verse." In this respect the quartette "Going to bed" stands pre-eminent, and it necessarily followed that a quartette that could manage to retain the atmosphere, would make an artistic success of the cycle. This undoubtedly was done by Messrs. Schofield and Cousins, and Dr. Lobb and Dr. Schofield, R. N. The solo parts were admirably sustained by Mrs. Schofield and Dr. Schofield, who came together in the duet "Two doves on the self-same branch" with fine effect, as they invariably do in duet work. The ten items were well performed and were much appreciated.

SOLICITOR SUED.

Possible Jury Action.

This morning, in the Summary Court, before Mr. Justice Gompertz, the case was mentioned in which Emma S. Hamilton sued Mr. H. W. Looker, solicitor, for \$1,000.

Mr. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. H. W. Looker defended in person.

Mr. Looker:—Will your Lordship sit Wednesday?

Mr. Harris:—I would ask your Lordship to adjourn the case and order a defence. If your Lordship will look at the statement of claim, you will see I have endorsed, a very full statement of claim, and your Lordship will see that it is a case where pleadings should be ordered.

Mr. Looker:—I am very anxious that the case should be got over as soon as possible. I am quite willing to give such particulars as would appear in particulars of defence.

Mr. Harris:—I am rather anxious to get them, as I want my client's instructions as to whether she wishes a jury or no.

His Lordship:—When can you let the other side have particulars?

Mr. Looker:—On Monday morning, if that will be time enough for them.

His Lordship:—How about Monday week?

Mr. Looker:—I would press the matter. Plaintiff has had three weeks in which to make up her mind. I see no real reason why there is any sound ground for an adjournment.

Mr. Harris:—I don't want to mention letters written "without prejudice," but I think my friend may be able to explain, himself, why the case has not been brought before.

Mr. Looker:—I am unable to give any explanation.

His Lordship:—There has been correspondence?

Mr. Harris:—There has been correspondence ever since her dismissal.

Mr. Looker:—I have no wish to go into the matter now, but she could have brought it quite ten days before.

Mr. Harris:—Subject to my friend delivering his statement of defence, or such particulars as would be a statement of defence, I want it to be understood that you don't go into matters outside the pleadings.

Mr. Looker:—I think you can be satisfied, I shall not.

The case was eventually fixed for Monday week, the particulars of defence to be delivered on Monday and mutual discovery ordered.

THE MAGISTRATE AND THE HAWKER.

A Question of Age and Conduct.

A Chinese bent with age appeared before Mr. Melbourne, at the Police Court, this morning, charged with hawking books without a licence.

"What is his age?" asked the magistrate.

"Seventy-five," was the reply.

His Worship:—"But did he not tell the police he was thirty-six?" (laughter.)

Defendant:—"No, your Worship."

His Worship:—An old gentleman like you should set a good example to others. You must get a licence to hawk because you are now defrauding the revenue. You are bound over in a personal bond of \$50 to come up for judgment when called upon.

LOCAL SPORT.

LAWN BOWLS.

The bowls presented to the Police Club by the D. C. L. Company for competition have been won by W. Stewart, who defeated W. Withers in the final.

To-morrow Civil Service meet the Police in a League game on the former's ground, while Kowloon are at home to Tai-koo.

Peking's Energetic Newspaper Press.

Quite a short time ago there were only six papers published in Peking, now there are twenty. Among the latest is an organ of the Chinese suffragettes.

NOTES AND COMMENTS.

The Revival of the Shako.

It is interesting to note from one of the Home telegrams to-day that the War Office proposes to abolish the modern helmet and to put the old shako in its place. The latter form of head-dress had certainly a long run; it was introduced, we believe, towards the end of the 18th Century; yet men still under forty can well remember seeing it worn, at least by Volunteer regiments, if not by some few of the Regulars. Indeed a modified form of it is—or was till lately—still being worn by the Rifle Brigade. We wonder if the Home Government intends to serve it out, in place of the topee, to the troops serving on Tropical Stations. After all, why not? We mentioned not long since, that a German scientist had discovered the silk lint to be one of the most hygienic forms of head-covering for hot countries; and there be those amongst us who can quite well remember when the Dutch planters in Java patronised no other form of "talo."

Unaccountable Changes in Military Head-gear.

But why this alteration? We could understand the Guards' and Fusiliers' bear skins, or the kind of fur muff worn by the Horse Artillery and the Hussar regiments, being abandoned on the score of uselessness; though we should be sorry to see the back of these picturesque survivals of the days when our fathers' field equipment consisted of the skins of beasts. But what is wrong with the ordinary infantry helmet? Past experience over the military cap prepares us to believe that our sapient War Office authorities will now ring the changes on half a dozen forms of helmet in as many years before stumbling upon one which, in their view, will prove suitable. The Glengarry—and the weird arrangement with buttoned flaps that ousted it—the pill-box, the old stub-cap, and the Brodiek have had to make way for a form of cap uglier than them all; and now, presumably, we may look for a like series of quick changes where the helmet is concerned.

A Word on Coolies.

A correspondent writes in the following strain:—"Your Notes and Comments" column fulfils a very necessary function in ventilating public grievances and in advancing sensible suggestions. I would suggest that you spare a little space from it to call attention to the wretched physical condition of many coolies of the Colony and also to the filthy garb which some of them assume. Yesterday I had occasion to hire a public rickshaw for a short ride, and as luck would have it the only vehicle in sight was one drawn by an ill-clad, emaciated specimen of humanity more fit for the hospital than the street on such a broiling hot day. It was positively painful to see the poor wretch jogging along, hardly able to drag one foot after the other. I understand all these coolies are licensed. Cannot some sort of standard of physical fitness be imposed on them? And some uniformity and decency in dress would also be welcome." We thoroughly agree with the tone of our correspondent's complaint, and we hope his written words will come under the notice of the proper authorities. While every precaution seems to be taken to see that the public chairs and rickshaws are in sound condition, nobody appears to have thought of requiring an equal degree of fitness from the coolies who bear or pull them.

P. and O. Co.'s Ill-luck.

The P. and O. Company is indeed unlucky these days. Following the disasters to the Delhi and the Oceana, news now comes of the stranding of the Persia. Some people hold the belief that shipping mishaps always come in threes, and, unfortunately for itself, the P. and O. Company knows that such has recently been the case so far as they are concerned. It is gratifying, however, to learn that there are no harrowing stories to be recorded on this occasion. From the message to hand it appears that it is a simple case of stranding, without danger to the passengers or serious damage to the boat. None the less, the Company will be sympathised with for the run of ill-luck they are experiencing.

MOTOR CARS AND MID-SUMMER MADNESS.

Most Hongkong residents are well acquainted with the Jubilee Road. Those who are not have a treat in store—but (for the moment at any rate), not one of which they can avail themselves by means of a motor car.

For the reason (if such a term can fairly be used in the circumstances) that those who seek to acquire will be well advised to first dismiss from their mind all hope of obtaining a reasonable answer and be prepared to solve themselves with the reflection that none can fairly be given.

Of a truth the circumstances are decidedly "fanciful," while the treatment of them by the responsible Authorities can only be described as "highly farcical."

What are the facts?

They are these—

- (1) That a few weeks ago a motor car suddenly turned a corner on the Jubilee Road—giving no indication of its approach by bell or horn, and thereby started three persons on horseback.
- (2) That the number of the car was taken, the driver summoned and charged in the Police Court, and the case dismissed.
- (3) That a few days thereafter new Government Regulations were issued with reference to and further restricting the use of motor cars in the Colony by prohibiting their presence at any time or under any circumstances on the Jubilee Road or the Jubilee Road.

It can, we think, hardly be denied that the facts enumerated in head No. 1 above were the proximate cause of those outlined in head No. 2, and it is, we opine, equally undeniable that the effect of the facts last referred to is (as between motor car users and the three persons who were startled as above) to create a monopoly in the latter in respect of the use of both the Jubilee Road and the Jubilee Road, so that—to parody Macaulay:

"They three may ride in all their pride along those roads to-day."

Prior to the passing of the Government regulations alluded to above, regulations had been made prohibiting (with certain exceptions) the use of motor cars in the streets after mid night. The effects of these last-mentioned regulations was to protect the public from what was undoubtedly a public nuisance, for prior thereto night had been made hideous by the fact that drivers and occupants of cars wholly disregarded the right of the Colony's residents to peaceful repose and sleep.

The Chinese community recently forwarded to the Government a largely signed petition praying for the absolute prohibition of the use of motor cars in the Colony.

We can hardly credit that in forwarding this petition the signatories really meant, or hoped, to obtain all that they asked for. If they did, we can only express our astonishment at the existence of such a fact in the days of enlightened progress on the part not only of European nations but of China itself.

The motor car, like other progressive items which have contributed their quota to the advancement of civilisation, has come to stay, and no amount of argument on the part of those who object to its presence will avail to rid them of it. Hongkong, like other places, must accept the inevitable march of progress and the continuity of events connected therewith.

In writing thus, however, we do not for one moment mean to suggest that an abuse of the ordinary canons of decent behaviour on the part of those who own or use motor cars should for a moment be tolerated. But there is a happy mean in all matters.

It is one thing to make Rules for the Regulation of Traffic—and quite another to make Regulations for the Prohibition of Traffic. The first is reasonable—the second, well, unreasonable. Both may be equally lawful; so also was the attitude of King Henry VIII when he divorced or beheaded those of his wives who failed either to die a natural death or to survive him.

Instead, then, of buying themselves with making regulations for the Prohibition of Traffic in regard to Motor Cars, let the Authorities make Rules for the Regulation of such Traffic. But let them not stop at that. Let them see that such regulations are duly observed and the penalties for non-observance duly enforced, and as a means to this end, and with a view to thoroughly safeguarding the Public (including those who drive and occupy motor cars) let the Authorities visit offenders with Penalties such as are most to be imposed, and in flagrant cases, let such penalties be of the direst kind, so as to act as a real deterrent to any repetition of the offences in respect whereof they are imposed.

By an attitude such as this, abuses on the part of drivers of motor cars would soon cease to be rampant. That they have been unduly to the fore in the past we frankly admit, but such abuses need not be (as they undoubtedly are at the present time) met by the enactment of regulations constituting an abuse of equal enormity.

The roads of this Colony are for the most part (as they should be) public thoroughfares, along which the Public possess (as they ought to) full and unrestricted rights of access, subject of course to such Legislative or Executive enactments as may from time to time be necessary to be framed for the Public Welfare.

That the regulations absolutely closing Jubilee Road and Jubilee Road to motor cars can be said to be necessary for the Public Welfare is denied by us in common with many other Hongkong residents. Those responsible therefor conceived them in ignorance, and brought them forth in undue haste, without properly considering either the necessities of the case or the real causes whereunder motor car abuses had flourished.

In our humble opinion the regulations wherewith we are dealing are of such a nature as to have demanded legislative rather than Executive enactment.

In this connection it must be remembered that they purported to deal not only with Public Rights in respect of Jubilee Road, but also in respect of a road (to wit) the Jubilee Road which was constructed out of moneys contributed by public subscription. Surely this fact alone is sufficient answer to any who may desire to gainsay what we have remarked in the preceding paragraph.

Let us, however, examine the matter a little further and take the next result of the regulations in question. First, what are the alternative routes offered to those who are barred out of the Jubilee and Jubilee Roads? The answer is either Queen's Road, Des Vaux Road or the Praya and their respective continuations—truly a very pleasing choice!

In order to enable the Government to fully appreciate the real nicety of the situation, and what—but for the resultant danger to the Public—we would term the (unconscious) humour of those responsible therefor, we would recommend some member of the Government to take a ride in a motor car along any of the three alternative routes above mentioned. We can guarantee that the result would be an eye-opener to him, and we are prepared to wager that any member of the Government who adopted our above recommendation would (after traversing it as a further alternative route) give it as his emphatic opinion that the Jubilee Road is the safer route.

Secondly, what is the result of absolutely closing Jubilee Road to motor cars? It is that the safe route from the Centre to the West of the Colony is (so far as motor cars are concerned) closed to all comers, and that those who desire to travel by motor must perforce not only themselves face but simultaneously inflict danger on others, while the unfortunate being who may happen to reside in Jubilee Road, may not—even though he may possess a motor car—bring it within reasonable distance of his front door.

Turning next to the Jubilee Road for the purpose of comparing it (so far as regards motor car traffic) with the Pokfulam Road, we would offer the observation that the first named road is not only safer for motor cars but

is equally so for pedestrians and equestrians. In fact, of all the roads in Hongkong we believe the Jubilee Road to be the least dangerous for all using it.

Rumour has it that the Government are considering the advisability of widening the Jubilee Road at such points as the one whereat the incident referred to at the outset of this article occurred. Any such improvement will no doubt be welcomed on this or any other road, but to close the Jubilee Road to motor traffic in the meantime seems to be quite unnecessary, especially in view of the fact that the Pokfulam Road is, from its very formation, far more dangerous.

The Jubilee Road should be thrown open to motor traffic immediately, and improvements generally to this and other roads in the Colony should be carried out as soon as practicable.

Similarly, Garden Road, and China Road should be re-opened to motor traffic.

Having done this, the Authorities should see that the Public (both motoring and non-motoring) are duly safeguarded against reckless driving. For a first offence, a heavy fine should be imposed; for a second, in addition to a heavy fine or alternative imprisonment, the offender's licence should be endorsed, while for a third offence, imprisonment and total revocation of his licence should be the punishment inflicted.

In days gone by the punishments awarded against those guilty of motor car offences have been all too light—with the result that "accidents" have become of frequent occurrence. These things should not be.

The Police have done their best to cope with the evil, but without any really beneficial effect, because of the all too potent fact, either the case has been dismissed or the punishments awarded have not been sufficiently in keeping with the gravity of the offences wherewith offenders were charged.

Remedy all this, and the complaints will soon be very largely allayed, if not totally abolished, but above all things avoid making the remedy worse than the disease.

THE MORPHINE CAPTURE

How the Case Stands.

A man was charged at the Police Court, to-day before Mr. C. D. Melbourne, with being in unlawful possession of 15 lbs. of morphine, valued at about \$3,000.

Mr. Lewis, who defended, said his Worship would remember that two men were originally charged with being in possession of the morphine. The second defendant had been discharged by his Worship on the grounds that there was not sufficient evidence to convict. Since then his Worship must have come to the conclusion that the present defendant was but the catpaw of Inspector Wilden had arrested defendant when he was on a rickshaw and when he had a basket containing the morphine. It was admitted that the defendant was acting as a "go-between" of the parties and that \$2,000 had been paid on account. As the whole of the purchase money was not paid, the morphine was to remain in the possession of the second defendant. The second defendant had brought the morphine down stairs in the shop "Tan On Co."

Inspector Wilden said:—Except one. There was no mention in my evidence of a rickshaw. The man was not arrested in a rickshaw. I will draw your Worship's attention to the defendant's statement when he was charged.

Mr. Lewis said that could not be denied that the man was in custody of the morphine, but that was not admitting possession. His Worship said that Mr. Lewis read the Ordinance much differently from him. He would have to adjourn the case to look up opinions on the matter. Mr. Lewis asked his Worship what his opinion of the case was now.

His Worship said he was against him and the fine, if imposed now, would be \$250. He would look up the different authorities and give his decision to-morrow.

THE MOSQUITO LARVAE CASE.

A Re-hearing.

The case in which Fong Kong, of Pokfulam Road, was fined for allowing mosquitoes to breed in his garden was re-heard by Mr. C. D. Melbourne, at the Police Court, this morning.

Mr. E. D. C. Wolfe appeared for the Sanitary Board, and Mr. W. E. L. Shenton defended.

The inspector reiterated his evidence of the previous hearing and said the defendant had not taken any notice of the Board's communication.

Mr. Shenton:—As a matter of fact, Inspector, you went to these premises at the request of the defendant?—I went there in consequence of a complaint made by this man.

Yes, Fong Kong. And he said he found mosquitoes there and asked you what to do?—Yes.

Therefore it was his desire to get rid of the larvae if he could. You went there and found larvae all round the place?—No I did not find signs of larvae in the place where he complained of, but where he did not complain of.

Yes that's right, and when you went there a second time you found that it had been cleaned up?—On the second occasion I went there I merely served the notice.

And you went again and found larvae only in the shed?—That was on the third visit; the second service.

After the second time you served him with a notice, you went a third time and found it had been cleared up except in this shed?—Yes.

So somebody had done something to clear up the larvae. Now on this third visit you were told that the shed was under the control of another man?—No, I was told by his (defendant's) clerk it was rented by the defendant.

That shed has since been pulled down, has it not?—I myself advised the landlady to take it down. It was her property.

I presume that she had taken it down?—Yes.

Therefore she is the person who had control of that shed. If she is the landlady and has control of that shed, you cannot expect defendant to be the man to clear away the larvae?—It is not for me to say that.

If you were going to issue that notice now, through what you know, you would not serve it on the man?—I would serve it on the same man because to the best of my belief, he had the use of the shed.

A woman said that the defendant occupied the basement. She once occupied the ground floor but she removed to the top floor on account of the noise of the boys at the school. Whilst she was on the ground floor she had the shed mentioned, erected. When she moved away she had nothing more to do with shed. It was left in a clean condition. There was nothing in it. The defendant had used the shed for housing fowls. The fowls had nothing to do with her. Since she left, she had never placed anything in the shed. The shed was used by her boys originally for doing their exercises. On leaving the bottom floor she told the defendant he could use it for his boys if he wished. The school boys all used the ground. There was no other building of any kind in the ground. There was another place at the back used for sanitary purposes. The school boys used that.

The previous decision was upheld.

Defendant asked if he could leave to appeal was granted.

LAW LIST.

Supreme Court.

Original Jurisdiction.

Before the Chief Justice Mr. W. Ross Davies, K.C.
Monday, July 15:—In Appellate Jurisdiction, Fook Lung Firm v. Yau Wo Firm and anr. (provisionally fixed.)

DON'T FORGET.

Tuesday, July 16.
Lady May at Home.
Thursday, July 18.
Li Hon Hung trial at Criminal Sessions.
Annual meeting Messrs. Gaudin Price & Co., noon.
Friday, July 19.
Baudmann Opera Co., Theatre Royal, 9.15.
Saturday, July 20.
Baudmann Opera Co., Theatre Royal.
Monday, July 22.
Baudmann Opera Co., Theatre Royal.
Tuesday, July 23.
Christian Science Lecture, City Hall.
Wednesday, July 24.
Extraordinary General Meeting, Star Ferry Co., Ltd., 12.30.

Today's

Advertisements

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETEEN-HUNDRED AND SECOND HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Manohar, on TUESDAY, 12th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to 6th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 24th July, 1912. [518]

TO LET.

TO LET.—1st August, "Alpha" Hart Avenue, Kowloon, semi-detached. Cool, quiet—Ferry 10 minutes. 3 Bedrooms, 2 Bathrooms, each; 2 Sitting-rooms, Pantry, Store-room, spacious dry cement basement, Kitchen, Servants' quarters, Electric Light, Bells.—Apply at House.
Hongkong, 12th July, 1912. [520]

LOST.

STRAYED or STOLEN from 5 Carnarvon Villa, Kowloon, on TUESDAY, 2nd inst., an IRISH TERRIER named Peggy. Reward offered if returned to Major Martin.
Hongkong, 12th July, 1912. [521]

TOYO KISEN KAISHA.
S.S. "CHIYO MARU."
FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 16th inst. at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, 19th inst., afternoon, will be subject to rent and landing charges.

All clamped and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged. All claims must be filed on or before 26th July, otherwise they will not be recognised.

S. MORIMOTO, Agent.
Hongkong, 12th July, 1912. [13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY the 11th July, to THURSDAY, 1st August, 1912 (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 11th July, 1912. [519]

RECEIVED

A NEW SHIPMENT OF AUSTRALIAN

DESSERT APPLES

25 cents per lb.

THE DAIRY FARM CO., LTD.

NICHOLAS SOUSSA'S FRERES, CAIRO

High Class Egyptian cigarettes have a reputation for the excellence of their quality. Soussa's cigarettes are supplied to the nobility, regiments and principal Club in England.

MAKALA'S

SUAKIM'S

EXTRA'S

GARNER OUELCH & CO.

SOLE AGENTS.

Tel. 630.

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SAPPORO

BEER

ASAHI

Note our Price \$12.00 per cask containing 4 dozen quarts or 6 dozen pints.

SAVE YOUR EYES.

If your sight is failing, or your eyes trouble you in any way and have them examined. It costs you nothing.

WE ARE PRACTICAL OPTICIANS.

And can trial any lens, or make a new one to a pair of Spectacles on the premises. Don't throw your frames away; have them repaired by

N. LAZARUS,

OPTICIAN.

1A, D'Almeida Street, Hongkong.

Hongkong, 24th June, 1912.

THE MOST DELICIOUS NATURAL MINERAL WATER IN THE WORLD.

MICROSCOPE

ISUAN

and

OTHERS

THE SELECTION WE LEAVE TO YOU!!

"THERE IS A REASON"

THE CHINA COMMERCIAL COMPANY.

3, Duddell Street.

Tel. No. 1208.

A PERFECT SCOTCH WHISKY

(MELLOW LIKE A LIQUEUR.)

On account of its Exceptional Quality D. & J. McCallum's "Perfection" was the Sole Whisky supplied at all Functions during the visit of the King and Queen to Edinburgh, May, 1903.

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SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

Wine Merchants.

Telephone No. 135.

12, Queen's Road Central, Hongkong.

Hongkong, 12th July, 1912.

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.ROYAL MAIL STEAMSHIP LINE.
"EMPIRE LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ... Sat. July 13 "E. of Ireland" ... Fri. Aug. 9.
"Monteagle" ... Aug. 8 "Allan Line" ... Aug. 30.
"E. of India" ... Aug. 24 "E. of Britain" ... Sept. 20.

All steamers leave Hongkong at 6 p.m.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pender Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

SINGAPORE, PENANG, & CALUTTA NAMSANG Saturday, 13th July, Noon.
MANILA YUENSANG Saturday, 14th July, 2 p.m.
Kobe CHUNSONG Sun. 15th July, 10 a.m.
Yokohama, Kobe & MOJI KUMSANG Monday, 16th July, Noon.
CHUNWANTAO ONSANG Monday, 16th July, 3 p.m.
TIENTSIN & TIENTSIN UCHONGSHING Tuesday, 16th July, 4 p.m.
SHANGHAI WAISHING Tuesday, 16th July, 4 p.m.
MANILA LOONGSANG Saturday, 20th July, 2 p.m.
RETURN TOURS TO JAPAN (Occupying 24 days).
The steamer "Kutang," "Namsang" and "Kouksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lamsang" and "Lamsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taki, Cargo on Through Bills of Lading to Yangtze Ports, Chetou, Tientsin, via Chingwangtao.
Taking Cargo on Through Bills of Lading to Kudd, Lahad Datu, Singapore, Java, Canton, Desolton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215. General Managers. [8]

"SHIRE" LINE OF
STEAMERS, LD.PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For STRAITS. DATE OF DEPARTURE.
LONDON & ANTWERP MONMOUTHSHIRE About 13th July.
SHANGHAI, N'AKI, KORE & YOKOHAMA CARMARTHENSHIRE 20th ..
LONDON, ROTTERDAM & ANTWERP PEMBROKESHIRE 6th Aug.
SHANGHAI, N'AKI, KORE & YOKOHAMA DEN OF CLAMIS 23rd ..
LONDON & ANTWERP CARMARTHENSHIRE 1st Sept.

Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
AGENTS. [94]HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
FRIDAY, 12th JULY.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
These steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.
EXCURSION TO MACAO.
SUNDAY, 7th JULY.

The Company's Steamship,
"SUI AN."
will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

Further particulars may be obtained at the Office of the Company.
PARES AS USUAL.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 8 a.m.
Departures from Canton to Macao on Tues., Thurs., & Sat., at 4.30 p.m.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 689 Tons, and "NANNING," 689 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the office of the
HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED,
HOTEL MANSIONS (FIRST FLOOR),
Opposite the Blake Pier. [95]

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	TANGO MARU, Capt. K. Kawara, T. 8,000 KAMO MARU, Capt. F. L. Sommer, T. 9,000	WEDNESDAY, 17th July, at Daylight. WEDNESDAY, 31st July, at Daylight.
VICTORIA, B.C., & SEATTLE VIA KUELUNG, S'WATOW, MOJI, KORE, YOKOHAMA, SHIMIZU & YAMATO	SAWA MARU, Capt. Shizutsu, T. 7,000 ISADO MARU, Capt. Osakawa, T. 7,000	TUESDAY, 16th July, at 4 p.m. TUESDAY, 30th July, at 4 p.m.
SYDNEY & MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	YAWATA MARU, Capt. Sekine, T. 6,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 2nd Aug., at Noon. FRIDAY, 30th Aug., at Noon.
BOMBAY & SINGAPORE & COLOMBO	KAMAKURA MARU, Capt. K. Soryok, T. 7,000	WEDNESDAY, 24th July.
KOBE & YOKOHAMA	MISHIMA MARU, Capt. A. E. Moore, T. 9,000	WEDNESDAY, 17th July, at 5 p.m.
N'AKI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 31st July, at Noon.
SHANGHAI & MUJI & KOBE	HIROSHIMA MARU, Capt. H. Nomura, T. 4,000 KAWACHI MARU, Capt. Christensen, T. 6,000	MONDAY, 15th July. WEDNESDAY, 17th July.
SHANGHAI & KOBE	HIROSHIMA MARU, Capt. Hirao, T. 4,000	MONDAY, 15th July.

CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

S.S. TOTOMI MARU.....Tons 4,000.....Saturday, 13th July.

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA Return.	KORE Return.	MOJI Return.	NAGASAKI Return.
1st class	\$135	\$122	\$108	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone Nos. 232 & 1241.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LINAN"	18th July 10 a.m.
HOIHOW (Maib) & HAIPHONG	"SUNGKIANG"	14th " 8 a.m.
MANILA, CEBU & ILOILO	"KAIFONG"	10th " 4 p.m.
SHANGHAI	"CHINHUA"	18th " 4 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	19th "
SHANGHAI	"ANHUI"	20th "

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE.—Two new Steamers "Tean" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck, all Saloon accommodation of air. "Kaifong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chuan, Linan, Chinkwa), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bill of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wanchow.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG.

Sailing on alternate Wednesdays.

For Freight or Passage apply to

Telephone No. 21.

Urging, 11th July 1912.

BUTTERFIELD & SWIRE.

Agents.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to

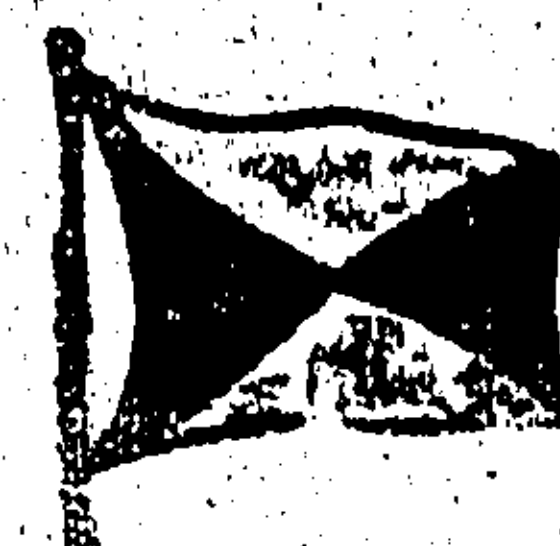
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other West European Ports, the Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:	For Marseilles, Havre, & Hamburg:
GOLDENFELS.....23rd July.	S.S. SEGOVIA.....14th July.
SUEVIA.....2nd Aug.	For Rotterdam, Hamburg & Antwerp:
PERSEA.....16th Aug.	S.S. BRASILIA.....17th July.
O. J. D. AHLERS.....2nd Aug.	For Havre, Bremen, Hamburg & Antwerp:
O. F. LAEISZ.....11th Sept.	S.S. SAMBIA.....22nd July.
ATCADIA.....24th Sept.	For Marseilles, Havre & Hamburg:
	S.S. SILESIA.....7th Aug.

For Further Particulars, apply to
Hamburg-Amerika Linie,
Hongkong Office. [12]HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. A. Oronby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 20th July, 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th July, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 10th July, 1912. [14]

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilmanoeck	JAVA	—	JAPAN	1st half July.
Tjilwong	JAPAN	—	JAVA	1st half July.
Tjilnahl	SWATOW	1st half July.	JAVA	1st half July.
Tjilnahl	JAVA	2nd half July.	SHANGHAI	2nd half July.
Tjilnahl	JAVA	2nd half July.	JAPAN	2nd half July.
Tjilnahl	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjilnahl	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjilnahl	JAVA	2nd half Aug.	SHANGHAI	2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	11,000	W. W. Greene	July 23rd, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Aug. 13th, Noon.
S.S. "Tenyo Maru"	11,000	E. Bent	Aug. 20th, Noon.
S.S. "Shinyo Maru"	11,000	H. S. Smith	Sept. 10th, Noon.

These steamers are equipped with Turbine-Engines and Triple Scows.
All steamers carry Japanese Government wireless telegraph and post office.
The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via KIELING, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon.
INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 18th August, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Tuesday, Aug. 6, Noon.
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent,
(KING'S BUILDING Opposite Blake Pier.)THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East—18, DES VREUX ROAD, HONGKONG
SHANGHAI: 2-5, Foochow Road. YOKOHAMA: 33, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-AMERICAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
Cable Office:—GATEHOUSE LONDON, E.C.

LOG BOOK

In Defence of Lascars.

Captain G. H. Harris, the Commodore of the "Bibby Line," has come forward with a vigorous defence of the Lascar. Out of long experience he emphatically declares his preference, at any rate in the Eastern trade, for Lascar sailors, though he stipulates for British quartermasters. He says he has found the Lascar sailors on the whole to be very good. They are always sober (which cannot be said of the white sailors) and ever ready to turn out by day or by night on any occasion whether of emergency or otherwise, regardless of weather and without grumbling. They are excellent men at any business aloft and will do things which few of the modern A. B.s will. Captain Harris gives instances from his own experience of the bravery of Lascars, and among other cases cites that of the Worcestershire, which, when she was in collision in the Thames, was anchored in a fog for six days. Towards the end of the fog, he says, the British quartermaster came and said that they were worn out and could do no more, but the Lascar crew did their duty without fail and without a single murmur. They are much more amenable, he adds, to the necessary discipline which the present laws have reduced almost to a farce as far as white men are concerned; one is always sure of a ready and sober crew with native sailors.

Shire Line Steamer to be
Condemned.

It is expected that the Shire Line steamer Pembroke, which left Shanghai for Hongkong on July 2, will have completed her last trip to the Far East on her return to Great Britain. The boilers of the vessel have been found inadequate for the needs of modern transport, and as there are structural difficulties in the way of installing new boilers, the ship will be condemned and sold to shipbreakers. The Pembroke, which was originally the Greek, was launched for the Union Line in 1893 by Messrs. Harland & Wolff of Belfast, with dimensions 400ft. by 47ft. by 20.9 ft. and a gross tonnage of 4,747, and with her sister ship the Gaul was bought by the Royal Mail and renamed the Segura and Sabor. In 1908 they were placed on the Far Eastern run and a year later were re-christened the Pembroke and Carmarthen. Both vessels, says "Shipping and Engineering," have magnificent accommodation for about 60 saloon passengers and, in spite of their lack of speed, have been favourites with the travelling public.

S. S. Oriental and Wireless.

"Shipping and Engineering" informs us that the P. & O. steamer Oriental, which left Shanghai on July 3, to resume her run on the Yokohama-Shanghai run, was measured while in port for the installation of wireless telegraphy and the operator's house erected on deck. It is anticipated that the gear will be ready for installation on the vessel's return from Japan.

Shanghai Co. to Repair U.S.S.

Liscomb.
The Shanghai Dock and Engineering Co. have secured the contract to repair the U.S.A. transport Liscomb, and the vessel is now leaving Manila. It is estimated that the work which will be taken in hand at once, will occupy the dock company for two or three months.

New Zealand Added to the

China Station.
Concurrence in the changes in the Australian auxiliary squadron to date from July 1, has reached the Federal Government from New Zealand, says the Sydney "Daily Telegraph." The Australian naval station now omits New Zealand, which has been added to the China station, but the Dominion Government was consulted by the Prime Minister before the arrangement over the Encounter was made. The Encounter will probably have to be docked and this process and the recommissioning will take some time.

The recruits will be called for in all the States to go to the Williamsstown depot, where they will remain. Two months are to be spent on the Encounter and then they will be drafted to England for the Australian vessels which are now being built.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	M'mouthshire	J. M. & Co.	13 July, about
London, via Usual Ports of Call	Devanah	P. & O. Co.	20 July, Noon
London and Antwerp via Singapore, &c.	Poonah	P. & O. Co.	24 July, about
Rotterdam, Hamburg & Antwerp, &c.	Brasilia	H. A. L.	17 July
Havre, Rotterdam and Hamburg	Fuerst Buelow	H. A. L.	13 August
Havre, Bremen and Hamburg	Goldenfels	H. A. L.	23 August
Havre, Bremen, Hamburg and Antwerp, &c.	Sambha	H. A. L.	22 July
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	10 July, 4 p.m.
Victoria, B.C., and Tacoma via Koolung & Japan	Tacoma Maru	O. S. K.	18 July, 1 p.m.
do do do do do	Panama Maru	O. S. K.	23 July, 1 p.m.
Marseilles, &c., via Suez Canal	Kamo Maru	N. Y. K.	31 July
Marseilles, Havre and Hamburg, &c.	Sagovia	H. A. L.	14 July
do do do do do	Silesia	H. A. L.	7 August
Marseilles, London & Antwerp via Singapore, &c.	Tungo Maru	N. Y. K.	17 July, d'light
Naples, Genoa, Algiers, Gibraltar Southampton	York	M. & Co.	24 July, Noon
Trieste, via Singapore, Penang, Colombo, &c.	Koerber	S. W. & Co.	19 July, 5 p.m.
Trieste, Fiume, Venice via Singapore, &c.	Silesia	S. W. & Co.	31 July

New York, San Francisco and Canada.

New York	Middleham O'lo	D. & Co.	13 July, about
do do	Indraghiri	J. M. & Co.	30 July, about
do do	Indramayo	S. T. & Co.	30 July
do do	Kansoa	Bank Line	9 August
San Francisco, etc.	Tonyo Maru	T. K. K.	20 August
San Francisco via Shanghai and Japan	Chiyo Maru	T. K. K.	23 July
do do do do do	Manchuria	P. M. Co.	10 July, 1 p.m.
do do do do do	Nila	P. M. Co.	30 July, 1 p.m.
San Francisco via Koolung and Japan, &c.	Manchuria	P. M. Co.	10 July, 1 p.m.
Seattle via Nagasaki, Kobe and Yokohama	Minasota	N. Y. K.	5 August
Mexico, Peru, Chili via Japan	Buyo Maru	T. K. K.	4 October
Victoria, and Tacoma via Japan	Seattle Maru	O. S. K.	8 August
Victoria and Seattle via Shanghai and Japan	Awa Maru	N. Y. K.	10 July
do do do do do	Sudo Maru	N. Y. K.	30 July
Victoria & Tacoma via Shanghai & Japan	Panama Maru	O. K. S.	23 July 1 p.m.
Vancouver via Shanghai, Japan &c.	Empress of Japan	C. P. R. Co.	13 July, 6 p.m.
do do do do do	Monteagle	C. P. R. Co.	3 August, 6 p.m.

Australia.

Australian Ports via Manila	Taiyuan	B. & S.	19 July, Noon
do do do do do	Prinz Waldear	M. & Co.	13 July, 9 a.m.
do do do do do	Tawata Maru	N. Y. K.	2 August, Noon
Australian Ports	St. Albans	G. L. & Co.	23 July, Noon

Singapore, Coast Ports and Japan.

Mexican, Peruvian & Chilean via Japan	Kiyo Maru	T. K. K.	6 August, Noon
Batavia, Cheribon, Samarang, &c.	Tjiluwong	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	13 July, 10 a.m.
Singapore, Penang and Calcutta	Gregory Apeer	D. & Co.	21 July
do do do do do	Namsung	J. M. & Co.	13 July, Noon
Singapore, Penang Rangoon and Calcutta	Totomi Maru	N. Y. K.	13 July
Singapore, Penang, and Rangoon	Tunda	J. M. & Co.	25 July, Noon
Bombay via Singapore and Penang	Polcavara	O. & Co.	13 July, Noon
Bombay via Singapore, and Colombo	Kamikura Maru	N. Y. K.	24 July
Yokohama and Kobe via Shanghai	Vorwaerts	S. W. & Co.	31 July, about
Yokohama, Kobe and Moji	Kumsang	J. M. & Co.	15 July, Noon
do do do do do	Tijitroom	J. C. J. L.	15 July, Noon
do do do do do	Tijmanook	J. C. J. L.	Quick despatch
Kobe	Chunwang	J. M. & Co.	14 July, d'light
Nagasaki, Kobe and Yokohama	Nikko Maru	N. Y. K.	31 July, Noon
Kobe and Yokohama	Mishima Maru	N. Y. K.	17 July, 5 p.m.
do do do do do	Coblentz	M. & Co.	23 July, about
Kobe and Moji	Arratoon Apear	D. S. & Co.	20 July
Manila	Loongsang	J. M. & Co.	20 July, 2 p.m.
do do do do do	Yuensang	J. M. & Co.	13 July, 2 p.m.
Manila, Cebu and Hoilo	Kwifong	B. & S.	16 July, 4 p.m.
Manila, Mangarin, Hoilo and Cebu	Rubi	S. T. & Co.	20 July, 4 p.m.
do do do do do	Z-firo	S. T. & Co.	30 July, 4 p.m.
Tientsin via Tientsin	Cheongshing	J. M. & Co.	16 July, Noon
Chinwan	Ousang	J. M. & Co.	16 July, 3 p.m.
Tamoi via Swatow and Amoy	Digi Maru	O. S. K.	14 July, Noon
Poochow via Swatow and Amoy	Kaijo Maru	O. S. K.	17 July, Noon
Swatow, Amoy and Poochow	Haitan	D. L. & Co.	19 July, 11 a.m.
do do do do do	Haitan	D. L. & Co.	16 July, 11 a.m.
do do do do do	Haitan	D. L. & Co.	22 July, 11 a.m.
Hoihow (Mails) and Haiphong	Sungkiang	B. & S.	14 July, 8 a.m.
Kwang-chow-wang and Haiphong	Si-King	M. M. Co.	17 July, 9 a.m.
Shanghai and Kobe	Hiroshima Maru	N. Y. K.	15 July
Shanghai, Moji and Kobe	Kawachi Maru	N. Y. K.	17 July
do do do do do	Chinhu	B. & S.	18 July, 4 p.m.
Shanghai, Moji, Kobe and Yokohama	Dilwara	D. S. & Co.	24 July
do do do do do	Canalia	P. & O. Co.	21 July, about
do do do do do	Nubia	P. & O. Co.	25 July, about
do do do do do	Yaddo	A. N. & Co.	20 July
Shanghai, Kobe and Yokohama	Nippon	A. N. & Co.	20 August
Shanghai, Nagasaki, Kobe and Yokohama	Goldenfels	H. A. L.	18 July
do do do do do	Don of Glamis	J. M. & Co.	23 August, about
Shanghai, Tsingtau, Kobe and Yokohama	Carmarthenshire	J. M. & Co.	20 July, about
Shanghai	Luetzow	M. & Co.	24 July, about
do do do do do	Linn	B. & S.	13 July, M'night
do do do do do	Delta	P. & O. Co.	18 July, about
do do do do do	Anhui	B. & S.	20 July, M'night
do do do do do	Bohemia	S. W. & Co.	4 August
do do do do do	Tjikini	J. C. J. L.	Quick despatch

THE LAST WORD

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PASSENGERS.

Outward.

Per P. and O. steamer Mongolia, connecting with the steamer Delta at Colombo.—From London June 14.—To Shanghai Mr. A. Walker, Mr. Swettenham, Mr. C. B. Frost, To Singapore: Miss R. Kringley, Mr. H. Mark, Mr. O. E. Carr, Mr. E. Appleton.
To Penang: Mr. W. McIntosh, Mr. H. O. Kennedy, Mr. W. Birnie.
From Marseilles June 21.—To Shanghai: Mr. R. S. Pratt, To Singapore: Mr. E. L. Calma.
To Penang: Mr. Hee Ngan, Cheah, Mr. Yin Khean Deogh, Mr. L. D. Evans.

Per P. and O. steamer Nubia. From London June 15.—To Singapore: Mr. and Mrs. N. Oliver-Ratford, Mr. M. Ollard, Mr. W. Park, Mr. Coleman, Staff Surg. Blunt, Mr. J. Bagnall, To Yokohama: Mr. and Mrs. Vale.
To Penang: Mr. R. Makepeace, Mr. M. T. Hollywood, Mr. W. G. Giffillan, Miss E. Robertson, Mr. E. J. Chandler, Mr. S. McIntosh, Mr. J. Edington, Mr. J. Roberts, Mr. G. Moore, Mr. Nash, Mr. Gooch, Mr. A. G. Robinson, Mr. S. R. Campion, Mr. M. Griffith, Mr. W. R. B. Lawford, Mr. H. Richmond.

To Hongkong: Lieut. Bowen, Lieut. H. Went, Mrs. N. Mo Lytre.
To Shanghai: Mrs. Moore.

Per P. and O. steamer Medina, connecting with the steamer Egypt at Colombo.—From London June 28.—To Singapore: Mrs. and Miss G. Morrison.

From Marseilles July 5. To Shanghai: Mr. C. Shea.
To Singapore: Mr. J. Polglase.

Per P. and O. steamer Sardinia. From London June 29.—To Hongkong: Mr. A. Allan, R. Slater.
To Singapore: Mr. C. R. Cormack, Mr. A. Ponntney, Mrs. A. Davis, Mrs. S. A. McNery.
To Shanghai: Capt. G. Wollock, Mr. J. Grumble, Mr. W. Bamber.

Per P. and O. steamer Malwa, connecting with the steamer Arcadia at Colombo.—From London July 12.—To Penang: Mr., Mrs., and Miss H. C. Belfield, Mr. G. Austin.

Per P. and O. steamer Himalaya, connecting with the steamer Delta at Colombo.—From London June 14.

To Yokohama: Mr. H. Lawrence.
To Shanghai: Mr. A. Walker, Mr. Swettenham, Mr. C. B. Frost, To Batavia: Mr. P. G. Walter, son.

To Singapore: Miss R. Kringley, Mr. H. Mark, Mr. O. E. Carr, Mr. E. Appleton.
To Penang: Mr. W. McIntosh, Mr. H. O. Kennedy, Mr. W. Birnie, Mr. J. Roberts.

From Marseilles June 21.—To Shanghai: Mr. R. S. Pratt, Mr. H. G. Shaw.
To Surabaya: Mrs. H. Skinner, Miss M. Hays.

To Manila: Mrs. J. Stanton de Regidor, Miss Maria de Lorde de Regidor.
To Singapore: Mr. E. L. Talma.

To Penang: Mr. Hee Ngan, Cheah, Mr. Yin Khean Deogh, Mr. E. L. D. Evans.

UNCLAIMED TELEGRAMS.

Eastern Extension.
List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—

Evans Customs, from London Sub.
Fenwick, from Weihaiwei.
Goon Gow Yon 108 Jervois Street, from Boston.
Gorham, from London Sub.
Hukheng Kwongyak, from Bangkok.
Kiahuat Namparkhung, from Bangkok.
Mrs. Thayer Kremlin, from Manila.
Nishimura, C/o Poyosaka, from Manila.
Saffer, from Antwerp.
Suzozola, King Edward Hotel, from Macao.
Sussman, from Bangkok.
Tani Nomura, from Zamboanga, P.I.
Wingfook Cheong 204 Wing-luk, from New York.
Yingsinghing, from Victoria, B.C.
5673, from Weihaiwei.
Hongkong 12th July, 1912.
J. M. Beck, Superintendent.

Great Northern.
List of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

Bowhangolung
Dale.
Fraser.
Hengbio.
Kuecheong.
Nagatsotuhiko, C/o Matsubara Hotel.
Nutmol.
Nyhuis.
Shingyuen 32, Munhankai.
Shinsho.
Woodil.
Yinkoehan.
Yuet Hing Loong 209 Queen's Road.
241 Des Vaux Road.
0006, 3883, 0088, 2490, 3141.
0022, 3883, 0207, 0068, 0355, 6774, 2532.
0712, 2429, 6386, 0680.
1781, 3458.
1484, 0504, 3111, 5594, 0960, 1880, 3024, 5894, 0059, 5714, 0934, 2869.
1795, 2052.
6830, 7303, 4637.
1340.
H.K. Station, 12th July, 1912.
J. P. Jesson, Acting Superintendent.

SHIPPING NEWS.

ARRIVED.

Gl-nogen, Br. s.s., 2,809, J. McGregor, 10th July—London 28th May, Gen.—S. T. & Co.
Hopsang, Br. s.s., 1,850, J. M. Hay, 11th July—Moji 6th July, Gen.—J. M. & Co.
Middleham Castle, Br. s.s., 2,900, J. Hahors, 11th July—Yokohama via ports 21st June, Gen.—D. & Co.
Prinz Waldemar, Ger. s.s., 1,787, H. Bremer, 11th July—Yokohama 4th July, Gen.—M. & Co.
Pheunphen, Br. s.s., 1,065, Jas. H. Scott, 12th July—Saigon 7th July, Gen.—W. Fat Sing.
Tahabon, Chi. s.s., 1,216, R. G. Paromoro, 12th July—Canton 1st July, Gen.—O. M. S. N. Co.
Chun Sang, Br. s.s., 1,418, G. P. Matlock, 12th July—Canton 11th July, Gen.—J. M. & Co.
Druder, Nor. s.s., 1,102, J. Bing, 12th July—Bangkok via Swatow 11th July, Gen.—Kin Tay Loong.

Faalka, Br. s.s., 2,098, Cammack, 12th July—Bangkok 30th June, Gen.—J. M. & Co.
Kailong, Br. s.s., 987, J. V. Sidford, 12th July—Manila 9th July, Gen.—B. & S.
Morapi, Br. s.s., 1,507, Uidall, 12th July—Singapore 8th July, Gen.—Chinese.
Chiyo Maru, Jap. s.s., 7,950, W. W. Greene, 12th July—San Francisco 15th June, Mail and Gen.—T. K. K.
Haimma, Br. s.s., 641, J. W. Evans, 12th July—Swatow 11th July, Gen.—D. L. & Co.

OLEANORAS AT THE HARBOR OFFICE.
Glenlogan, for Yokohama.
Bellefophon, for Liverpool.
Kumchow, for Saigon.
Tigona, for Surabaya.
Kuechow, for Tientsin.
Empress of Japan, for Vancouver.

DEPARTED.

Liban, for Canton.
Kuechow, for Tientsin.
Kumchow, for Saigon.
Tigona, for Surabaya.
Kuechow, for Tientsin.
Empress of Japan, for Vancouver.

PASSENGERS ARRIVED.

Per s.s. Prinz Waldemar, arrived 11th July, from Yokohama:—
Anderson, T. Klappohn, W. Ellscheid, P. T.

PASSENGERS DEPARTED.

Per s.s. Prinz Elit, Friedrich, sailed on 10th July, for Singapore, &c.:—

Ah Yung-chung, Lai Ha, Miss Ah Fong, Li Cho-wan, Ah Wai, Miss Lee Tui-lone, Ah Kat, Miss Lehmann, O. Chan Lai-ping, Luk So, Cheung Yeh-chong, Lam-Yeo, Mr. and Mrs. Li Wah, Mr. and Mrs. Chan Chi, Mr. and Mrs. Loy Kwan-wan, Mr. Ma Heng-chai, Cho Ho, Mrs. Ma Heng-chai, Clark, W. Ma Heng-chai, Calver, J. G. Ma Heng-chai, Choi, Sze, Mrs. Ma Heng-chai, Doid, S. D. Ma Heng-chai, Engle, Mr. and Mrs. Ma Heng-chai, Mrs. E. Ma Heng-chai, Enos, Mr. and Mrs. Ma Heng-chai, T. A. Ma Heng-chai, Fo Wo-tek, Ma Heng-chai, Gual, Joh. Ma Heng-chai, Gulon, A. H. Ma Heng-chai, Hon Chu-nan, Ma Heng-chai, Henningsen, Paul Ma Heng-chai, Kaufmann, Ch. Ma Heng-chai, Lam Wa-chen, Ma Heng-chai, Lai Hong-wah, Ma Heng-chai, Loi Wing-lai, Ma Heng-chai, Li Po, Ma Heng-chai.

Per s.s. Princess Alice, sailed on 11th July, for Shanghai, &c.:—

Abraham, Rev. Ma Heng-chai, Ashu, M. Ma Heng-chai, Biler, Capt. and V. Ma Heng-chai, Mrs. O. B. Ma Heng-chai, Bower, E. Ma Heng-chai, Brito, Mrs. Ma Heng-chai, Brown, Miss, O. Ma Heng-chai, Bratley, Rev. and H. Ma Heng-chai, Mrs. A. S. Ma Heng-chai, Chang, Ma Heng-chai, Drupad, Mrs. Ma Heng-chai, Luca, Com. R. de Ma Heng-chai, Lujoja, Ma Heng-chai, Elias, Mrs. Ma Heng-chai, Flent, Madam Ma Heng-chai, Gabbary, Miss Ma Heng-chai, Herano, S. Ma Heng-chai, Hospital, Right Ma Heng-chai, Rev. Yumada, H. Ma Heng-chai.

SHIPS PASSED THE CANAL.

London, 28th June 1912.

Arrivals from China.—Miyasaki Maru.
The following vessels have passed the Canal.—Ernest Simons, Nubia, Arcadia, Baron Driesen, Schuykill, Noleus, Patricia.
London, July 2, 1912.

Arrival from China.—Yang Tze.
The following have passed the Canal.—Benvenue, Borneo, Calchas, Plintshire, Lutzw, Yell, Kiso.

London, June 21st, 1912.
Arrivals from China.—Caylon, O. J. D. Ahlers, Yarra.

The following vessels have passed the Canal.—Armand, Bohic, Jaxon, Meinam, Monmon, Miyasaki Maru.

Arrivals from China.—Bohemia, Montrose and Ping Suey.
The following vessels have passed the Canal.—Braemar, Bulow, Omdia, Carmarthenshire, Matappa, Peshwar.

Vandalla and Yang Tze.
London, July 5.

Arrivals from China.—O. Ford, Lariez, Ernest Simons.

The following vessels have passed the Canal.—Kikano Maru, Sueyin, Tien, Telemachus.

	July 11th.	10 a.m.	4 p.m.
Barometer	29.83	29.81	
Temperature	81	85	
Humidity	90	78	
Rain			

TIDE TABLE.

July 9th to 16th July, 1912.

Tide	High Water	Low Water
July 9	10.15	4.15
July 10	10.30	4.30
July 11	10.45	4.45
July 12	10.60	4.60
July 13	10.75	4.75
July 14	10.90	4.90
July 15	11.05	5.05
July 16	11.20	5.20

HOTEL LIST.

HONGKONG HOTELS.

Annette, Miss	Macqueen, T. M.
Ban, Mr. & Mrs.	Marriott, Dr. O.
E.	Marshall, W. B.
Barbott, A. T.	McKenny, Dr. O.
Hate, E. R.	W.
R. H. C. J.	McWhae, J. W.
Bong, G. A.	Menta, K. B.
Beichang, W.	Morosi, J.
H. Chohar, Dr. C.	Moore, Mrs. K. O.
O.	Molder, Mrs. J. D.
Chau, N. F.	F.
Brown, J. P.	Nay, Dr.
Cly, F. L.	Poulet, O. F.
Colman, H. C.	Prink, Mr. & Mrs.
Davis, Mr. & Mrs.	H.
F.	Ray, E. H.
Davis, C. H.	Raymond, E. M.
Oestgen, V.	Reay, Miss F.
Dray, W. O.	Reich, Chas.
Dupre, N. S.	Richette, A.
Eames, J. J. W.	Richter, Dr. O.
Elreuels, Mr. and	Saver, Mr. & Mrs.
Mrs. H. C.	P. E.
Faugner, N. K.	Schmidt, E.
Conner, H. G.	Schmidt, Mr. and
Forin, A. G.	Mr. R.
Faugner, N. K.	Schwartz, W.
French, Mrs. Gold	Shilds, O. H.
Fuller, E. S. A.	Smith, E. E.
Fuller, Dr. Wm.	Smith, Maj. and
Garland, Mr. and	Mr. C. C.
Mrs. R.	Stoddard, Dr. and
Ganbar, R.	Mrs. A. & Inft.
George, Mr. & Mrs.	Solomon, H. H.
F. J.	Somers, Mrs. and
George, Miss	Miss
Guthorn, V.	Squire, Miss W.
Gold, Mr. & Mrs.	Stellar, L. and
Grinnshaw, R. J.	Mr. O. E.
Gold, Capt. T. P.	Trumbull, Capt. &
Harbord, W. T.	Mrs.
Harrison, A.	Vermell, G.
Harrison, G. K. T.	Vollrecht, Mr. &
Hill, G. F.	Mr. E.
Hunt, Miss M.	Warner, W. H.
Innes, Capt. R.	L.
Joseph, R. M.	Warren, W. S.
K-bel, E. S.	L.
Kempthorne, A. S.	Waterman, E. J.
Korn, Mrs. A.	Watts, Mrs.
Krick, H.	Watkins, H.
Kuston, W.	White, Mr. & Mrs.
Landis, Mr. and	H. L. H.
Mrs. O. J.	Wilson, Mr. and
Lahport, G. F.	Mrs. A.
Larson, Mr. & Mrs.	Wood, G. G.
Mrs. O. J.	Wright, Mr. and
Lloyd, G. T.	Mrs. J. F.
Luca, de Com. R.	Young, J. A.

ARROW HOUSE.

Arnold, E. W.	Kelling, C. H.
Anstett, E. W.	Langins, Geo.
Biot, L.	Layna, J.
Broc, A. de	Loyla, Mrs. M.
Byrne, J. D.	Lugebill, V.
Campbell, J.	Miller, A.
Cants, P.	Miller, H.
Chopard, F. A.	Robinson, H. P.
Chen, A. E.	Rosen bal, Jake
David, J. A.	Rouquet, E.
Demetrian, B. C. & family	Rubenstein, Mrs.
Grandio, A.	S. M. M.
Graham, J.	Taylor, F. W.
Green, J. W.	Thornlon, Mrs.
H-nat, Mrs. J. de	Walker, T. E.
Jarris, L. W.	Wright, H. M.
	Young, T. J.

FAR EASTERN NAVAL SQUADRONS.

BRITISH.						
Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	4	2,000	Comdr. C. L. Lamb	Weihaiwei
Atlas	Admiralty tug	615	—	1,400	Master West	Hongkong
Bramble	Gunboat	710	—	900	Lt.-Com. B. E. Prichard	Kiukiang
Britomart	Gunboat	710	—	900	Lt.-Com. W. H. Darwell	Hankow
Cardius	British sloop	1,070	—	1,400	Comdr. H. Williams	Hankow
Cambrian	2nd class cruiser	4,360	10	7,000	Capt. J. E. Drummond	Weihaiwei
Chorub	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Clia	British sloop	1,970	—	1,400	Comdr. H. R. Veale	Canton
Defence	Torpedo-boat destroyer	340	6	5,700	Captain H. Bruce M.V.O.	Weihaiwei
Fama	2nd class cruiser	4,850	10	7,000	Lt.-Com. H. S. Monroe	Hongkong
Flora	Torpedo boat destroyer	295	6	4,000	Capt. O. F. Corbett M.V.O.	Shanghai
Handy	Torpedo boat destroyer	320	6	3,900	Lt.-Com. F. G. Brinkendon	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Com. W. G. O. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt O.S.I.	Kobe
Kins-hu	River gunboat	618	—	1,200	Lt.-Com. H. Marryatt	Hankow
Merlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco	Labuan
Minotaur	Armoured cruiser	14,000	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. B. H. F. Bartlett	Weihaiwei
Moorehen	River gunboat	180	2	800	Lt.-Comdr. G. P. Laith	Hongkong
Nowonsto	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Weihaiwei
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. E. T. B. Chambers	Weihaiwei
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Weihaiwei
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. N. Luxmoore	Hongkong
Ribble	T.B.D.	500	6	7,500	Lt.-Com. E. J. G. Mackinnon	Weihaiwei
Ribbles	River gunboat	85	2	240	Lt.-Comdr. A. Dixon	West River
Robin	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Rosario	River gunboat	85	2	240	Lt.-Com. I. S. Hilton	West River
Sandpiper	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Snipe	Torpedo boat destroyer	305	—	6,000	Gunner E. J. Trillo	Hongkong
Taku	Receiving ship	4,050	6	—	Comdr. C. J. Eyres	Hongkong
Tamar	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Chungking
Tal	Gunboat	710	—	900	Lt.-Com. H. R. C. Cottrell	Dormor Hankow
Talitha	Gunboat	590	—	7,500	Lt.-Comdr. B. W. Bluet	Weihaiwei
Uisk	Torpedo-boat destroyer	300	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Virago	Surveying ship	920	—	450	Lt.-Com. F. A. Reyno	Singapore
Waterwitch	T.B.D.	500	—	5,700	Lt.-Com. G. C. Soymer	Shanghai
Welland	T.B.D.	360	5	5,900	Lt.-Com. G. B. Hartford	Weihaiwei
Whiting	Torpedo-boat destroyer	195	2	800	Comdr. J. C. Borrett	Kiating
Widgeon	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Widgeon	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow
Widgeon	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow
* Flagship of Admiral Sir A. L. Wanslow, K.C.B., O.V.O., O.M.G. En route.						
Submarines:—						
No. 36	Lt.-Comdr. Godfrey Herbert					
No. 37	Lt.-Comdr. A. A. L. Fencer					
No. 38	Lt.-Comdr. J. R. A. Codrington					
T.B. 035	Lt.-Comdr. Woodward,	West River.				
T.B. 036	Lt.-Comdr. Murphy,	West River.				
T.B. 037	Lt.-Comdr. Nicol,	West River.				
T.B. 038	Lt.-Comdr. Seymour,	West River.				
AMERICAN.						
A-2	Submarine	—	—	—	Ensign. Mc C. Murray	Olongapo
A-4	"	—	—	—	Lt.-Com. E. D. McWhorter	"
A-6	"	—	—	—	Ensign J. C. Van de Carr	"
A-7	"	—	—	—	Ensign C. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	"
Bainbridge	Torpedo-boat des.	420	7	8,000	Lt.-Com. S. Graves	Yangtze Ri
Barry	Torpedo-boat des.	420	7	8,000	Lt.-Com. S. Hill	"
Callao	Gunboat	243	8	250	Lt.-Com. S. W. Oake	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt.-Com. F. J. Fletcher	Yangtze Ri
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson	Shanghai
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign J. L. Oswald	Olongapo
Dexter	Torpedo-boat destroyer	420	7	8,000	Lt.-Com. B. H. Green	Yangtze Riv
Eleana	Gunboat	820	4	600	Lt. Com. V. S. Houston	"
Helen	Gunboat	1,302	8	1,988	Com. R. H. Jackson	"
Mohien	Torpedo-submarine	1,900	0	1,100	Chief Gun. J. A. Mitchell	Olongapo
Monadnock	Monitor	3,900	6	3,900	Lt.-Com. E. P. Swaz	"
Monterey	Monitor	4,034	4	5,244	Com. H. A. Wiley	Swatow
Pampanga	Gunboat	243	8	250	Lt.-Com. C. A. Woodruff	So. P. Wate
Piscataqua	Gunboat	—	—	—	—	"
Pompey	Sea going tug	854	2	1,000	Lt.-Com. S. W. Wallace	Hongkong
Queros	Repair ship	3,085	—	—	Lt.-Com. R. V. Lowe	Shanghai
Queros	Gunboat	350	2	208	Lt.-Com. J. W. Schoenfeld	Yangtze Ri
Rainbow	Cruiser	4,360	14	1,800	Lt.-Comdr. A. N. Mitchell	Orising
Samar	Gunboat	243	8	250	Lt.-Com. E. D. Washburn, Jr.	Ichang
Saratoga	Armored cruiser	8,115	14	17,401	Commander H. A. Bispham	Wuchang
Villalobos	Gunboat	370	8	208	Ensign H. A. McClure	Yangtze
Wilmington	Gunboat	1,302	8	1,804	Commander W. A. Edgar	Hongkong
Wompatuck	Tug	402	—	650	Chief Boats. P. E. Radcliffe	"
* Flagship of Rear Admiral Reginald F. Nicholson, Commander China Squadron.						
* Flagship of Rear Admiral Joseph B. Murdoch, Commander-in-Chief, U. S. Asiatic Fleet.						
VESSELS TEMPORARILY ON ASIATIC STATION.						
Buffalo	Transport	6,000	6	3,600	Comdr. C. M. Stone	Swatow
Colorado	Armored cruiser	13,680	18	23,000	Capt. W. A. Gill	Olongapo
California	Armored cruiser	13,680	18	23,000	Capt. A. S. Halstead	Olongapo
California	Armored cruiser	13,680	18	23,000	Capt. A. S. Halstead	Olongapo
* Flagship of Rear Admiral W. H. H. Southland.						
GERMAN.						
Emden	Cruiser	3600	22	13,500	Capt. v. Restorff	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain v. Ussler	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Vanselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Moraberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Schlesien	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lutz Borronberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. Olafsen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lutz Firk	Canton
Waterland	River gunboat	223	4	500	Obt. z. S. Prinz	Shanghai
FRENCH.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Japan
Klober	Armoured cruiser	9,700	12	10,300	Capt. Gours	Tonkin
Leclerc	Gunboat	645	10	1,000	Lt.-Com. Vandier	Hankow
Argus	River gunboat	180	6	570	Lt.-Com. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lt.-Com. de Gerville	Canton
Perho	Gunboat	130	—	—	Lt.-Com. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lt.-Com. Dupuy Dutemps	Tobong-kin
Lynx	Submarine	—	—	—	Lt.-Com. Bolnix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Slyx	Armoured gunboat	1,798	10	1,700	Lt.-Com. Guillaume-Louis	Saigon
Fronde	Destroyer	360	7	803	Lt.-Com. Aurille	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Romieux	Saigon
Pistole	Destroyer	—	—	—	Comdr. de Marquesas	Saigon
Monquet	Destroyer	—	—	—	—	Saigon
Manche	Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon
* Flagship of Rear-Admiral Colletti de Korilla, Commander-in-Chief, the French China Station.						
* Flagship of Commodore Bonjean, Commanding the local defence Indo-China.						
Eleven torpedo-boats at Saigon and Tonkin.						
PORTUGUESE.						
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Macao	Gunboat	—	—	—	Capt. J. M. M. M.	Macao

MARKET PRICES.

Hongkong, July, 5th 1912.

BUTCHER MEAT.

		Cts.	
Beef Sirloin & Prime Cut,—Mei Ling Pa	...	16	20
" Corned,—Ham Ngau Yuk	...	20	20
" Roast,—Shiu	...	20	20
" Breast,—Nagu Lam	...	10	10
" Soup,—Tong Yuk	...	15	15
" Steak,—Ngau Yuk Pa	...	20	20
" do.—Sirloin Cotom—Ngau Lau	...	30	30
" Sausages,—Ngau Ching	...	24	24
Bullock's Brains— " Know	...	per set	0
" Tongue fresh,—Ngau Li	...	each	45
" corned,—Ham Ngau Li	...	80	80
" Head,—Ngau Tan	...	80	80
" Heart,—Ngau Sum	...	12	12
" Hump,—Ngau Kin	...	18	18
" Feet,—Ngau Kask	...	9	9
" Kidneys,—Ngau Yi	...	9	9
" Tail,—Ngau Mei	...	18	18
" Liver,—Ngau Koa	...	lb.	12
" Tripe (undressed)—Ngau To	...	6	6
Olivo Head & Fat,—Ngau Chai-tau-kark	...	set	\$1
Mutton Chop,—Young Pei Kwat	...	lb.	22
" Leg,—Young Pei	...	22	22
" Shoulder,—Young Shau	...	20	20
Pigs Chittlings,—Chu Chong	...	per set	24
" Brains,—Chu Kow	...	lb.	12
" Feet,—Chu Kark	...	25	25
" Fry,—Chu Chak	...	15	15
" Head,—Chu Tau	...	each	13
" Heart,—Chu Sam	...	9	9
" Kidneys,—Chu Yiu	...	lb	30
" Liver,—Chu Con	...	20	20
Pork Chop,—Chu Pui Kwat	...	—	—
" Corned,—Ham, Chu Yuk	...	24	24
" Leg,—Chu Poi	...	15	15
" Fat or Lard,—Chu Yau	...	set	50
Sheep Head and Feet,—Young Tau Kark	...	each	6
" Heart,—Young Sum	...	9	9
" Kidneys,—Young Yiu	...	1	24
" Liver,—Young Con	...	22	22
Sucking Pigs, To Order—Chu Chai	...	20	20
Suet, Beef—Sang Ngau Yau	...	22	22
" Mutton,—Sang Yeung Yau	...	20	20
" Veal,—Ngau Chai Yuk	...	20	20
" Sausages,—Ngau Chai Ching	...	20	20

POULTRY.

		Cts.	
Chicken,—Kai Chai	...	lb	34
Onions, Large, Small,—Sin Kai	...	32	32
Ducks,—Ap	...	20	20
Doves,—Pan Kau	...	each	20
Eggs, Hen,—Kai Tau	...	per doz	24
Powls, Canton,—Kai	...	lb	40
" Hainan,—Hoi Nam Kai	...	34	34
Geese,—Ngai	...	pair	28
Geese, Wild,—Shang-ho Yea Ngai	...	each	—
Musk Deer,—Wong Kong	...	—	—
Hare, Shanghai,—Tu Chai	...	—	—
Partridge,—Chai Khoo	...	pair	\$1
Pheasant,—Shan Kai	...	each	32
Pigeons, Canton,—Pak Kup	...	25	25
" Hoihow,—Hoi How Pak Kup	...	—	—
Quail,—Um Chun	...	dozen	—
Rice Birds,—Wo F. Cheul	...	each	—
Snipe,—Si Choy	...	lb.	65
Turkeys, Cook,—Phor Kai Kung	...	45	45
" Hen,—Na	...	—	—
Wild Ducks, Shai,—Shang hoi Sui Ap	...	—	—
Teal,—Sui Ap Chai	...	—	—
Wild Ducks Canton,—Sang-Shing Sui Ap	...	—	—

FISH.

		Cts.	
Barbel,—Ka Yu	...	lb	9
Bream,—Bin Yu	...	17	17
Canton Fresh Water Fish,—Hoi Sin Yu	...	20	20
Carp,—Li Yu	...	18	18
Catfish,—Chik Yu	...	18	18
Codfish,—Man Yu	...	17	17
Crabs,—Hoi	...	15	15
Cuttle Fish,—Muk Yu	...	17	17
Dab,—Sa Mang Yu	...	12	12
Dace,—Wong Mei Lun	...	17	17
Dog Fish,—Tui Tu Sa	...	17	17
Eels, Congor,—Hoi Mann	...	17	17
" Fresh water,—Tam Sin Yu	...	32	32
Eels, Yellow,—Wong Sin	...	38	38
Frogs,—Tien Kai	...	12	12
Garoupa,—Sek Pan	...	20	20
Gudgeon,—Pak Kup Yu	...	20	20
Herrings,—Tao Pak	...	40	40
Halibut,—Cheung Kwai Kup	...	20	20
Labrus,—Wong Ka Yu	...	20	20
Loach,—Wa Yu	...	35	35
Lobsters,—Lung Ha	...	32	32
Maokrel,—Chi Yu	...	40	40
Monk Fish,—Mong Yu	...	28	28
Mullet,—Chai Yu	...	20	20
Oysters,—Sang Hoo	...	18	18
Parrotfish,—Kai Kung Yu	...	10	10
Perch,—Tau Loo	...	10	10
Pike,—Fa Pau Pong	...	20	20
Plaice,—Pan Yu	...	20	20
Pomfret, Black,—Hak Chong	...	40	40
Pomfret, White,—Pak Chong	...	48	48
Pawns,—Ming Ha	...	10	10
Ray,—Pai Pa Sa	...	10	10
Rock Fish,—Sak Ka Kung	...	10	10
Roach,—Chai Yu	...	10	10

肉食

Salmon,—Ma Yan Yu	...	lb.	40	鮭魚
Shark,—Sa Yu	...	"	9	魚
Skate,—Po Yu	...	"	10	魚
Shrimps,—Ha	...	"	36	鱈
Snapper,—Lap Yu	...	"	32	立魚
Soles,—Tai Sa Yu	...	"	20	沙魚
Tenoh,—Wan Yu	...	"	19	鯨魚
Turbot,—Choi How Yu	...	"	28	左口魚
Turtles, small, fresh water,—Kork Yu	...	"	50	脚魚
White Bait,—Ngau Yu Chai	...	"	—	銀魚仔

FRUITS		菓		
		Cts.		
Almonds,—Hung Yau	...	lb.	25	杏仁
Apples (California)—Kam San Ping Kuo	...	"	22	金生果
" (Chufoo)—Tiu Chuan Ping Kho	...	"	—	天津平菓
" Small,—Hoi Tong	...	"	—	海菜
" Custard,—Fan Lai Chi	...	each	—	番枝
Bananas, fragrant, Canton,—San Shing Hong Chiu	lb 4			番城香蕉
(brides), Macao,—San Heung Chiu	"	4		山香蕉
Chestnuts, Chinese,—Foong Lat	...	"	20	板栗
Carambola,—Yeung Tuo	...	"	—	楊桃
Cocoanuts,—Yoh Tso	...	each	12	椰子
Lemons, China,—Ning Moong	...	"	8	金山檸檬
" America,—Kuin San Ning Moon	...	"	6	荔枝乾
Lichees Dried,—Lai Chi, small Stone	...	b	20	檳
" Fresh, ...	...	"	8	檳
Limes, (Sui gon)—Sai Kung Ning Moong	each	"	10	芒果
Mango, Manila,—Lai Sang Mong	...	"	10	山竹子
Mangosteens,—San Chuk Tso	...	doz	25	
Oranges, (Canton)—San-shing Tim Ching	...	lb	25	省甜橙
" Sweet	...	"	30	糖
Pears, (American)—Kam San Shoot Lay	...	"	—	金山梨
" (Canton), Cooking,—Sa Lay	...	"	8	沙枝
Peanuts,—Fa Sang	...	"	10	紅
Persimmons Large,—Hung Chio	...	"	—	沙
Pine-apples, 1st quality,—Poon Ti Paw Law	each	"	12	本過蜜
" 2nd —Chung-tang Paw Law	...	"	10	中等蜜
Plantain,—Tai Cheu	...	lb	3	大蕉
Plums,—Swatow, Hung Lai	...	"	8	紅梨
Pumelo, Siam,—Chim Lo Yau	...	each	25	紅梨
" Shanghai,—Lo Kwat	...	"	—	上海香
Walnuts,—Hop Tuo	...	lb	15	合桃
" Green,—Sang Hop Tuo	...	"	—	合桃
Water Melon,—(Am.) Kom San Sai Kwa	...	each	15	金山西瓜
" (China) Sai Kwa	...	"	3	西瓜
Grapes,—Sang Po Tai Tso	...	lb	—	生葡萄

HONGKONG AND SHANGHAI BANK.

Proposed Dividend of £2.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £2 per share; add to the Silver Reserve Fund \$250,000, write off Bank premises \$250,000, and carry forward about \$10.12 lacs.

INDO-CHINA STEAM NAVIGATION CO.

Financial Statement.

We are informed by Messrs. Jardine Matheson & Co. Ltd., the General Managers, that they have received a telegram from London to the effect that the annual general meeting of shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 18th inst.; that \$10,000 has been transferred from the underwriting account, which will then stand at \$94,735 and that \$1,500 has been written off the expenses of the debenture issue. After providing for all expenses and usual depreciation, there remains a balance of £22,407 out of which the Board of Directors recommend the payment to the holders of Preferred Ordinary Shares of a dividend of 6 per cent for the year 1910, leaving the dividend for 1911 in arrears.

A balance of £7,530 is carried forward.

The transfer books will be closed from the 11th inst. to 1st prox. both days inclusive.

DANGEROUS BLASTING.

At the Police Court, this morning, before Mr. E. A. Irving, a contractor named Kong Tak-chung was summoned for blasting stones to the danger of the public, at Yamnati on the 5th inst.

Defendant pleaded not guilty, but after hearing the evidence his Worship imposed a fine of \$100.

The police officer said it was a very dangerous case.

Defendant:—In that case your Worship, I must seek legal advice.

Mr. Irving:—You can see a lawyer and ask for a re-hearing inside a week.

CANTON NEWS.

Rumour Affecting Hongkong.

(The "Telegraph" Correspondent.) Canton, July 11.

The Governor General has issued a proclamation that it has come to his knowledge that a rumour had been spread of a threat made, by persons unknown, to Chinese merchants in Hongkong. The threat was that the Canton Government had offered a handsome reward for the arrest of certain well-known figures in Hongkong, and intended to put them to death. The Governor General regrets deeply the circulation of this rumour, as much anxiety and uneasiness have been engendered by it to Chinese merchants residing in Hongkong. By this proclamation, the police and troops are empowered to arrest these evil-doers, and the people of all classes are warned against the spreading of unfounded rumours under severe penalty.

Revolution's History.

The Ministry of War has notified the Governor General of Canton that the Army Advisory Council has started the work of compiling a history of the Revolution and has already formed a bureau for writing the story of the civil war, which resulted in the permanent establishment of a Republic within a period of just over three months. In order to procure the true happenings, the commanders of the various forces are invited to give their assistance. They are required to send in records of the daily occurrences, together with plans and sketches of the battle fields and their positions, posts, etc., to the Bureau, which has already been established in Nanking for this purpose. On the receipt of this communication, the Governor General has instructed the military authorities accordingly.

THE THIRD PARTY CASE.

Closing Stages.

The third party case which has occupied the attention of the Chief Justice, Mr. W. Rogers Davies, K.C., in the Original Court, for a considerable number of days, reached its closing stages to-day when Mr. C. C. Alabaster closed his case and briefly addressed his Lordship.

Mr. Alabaster said he did not intend to take up the time of the court either by calling additional witnesses or by addressing his Lordship at any great length. The defendant's case—Mohideen's—case of agency and partnership was absolutely interwoven, and even if they were not, the defendant told him—has been disbelieved on his own evidence with regard to the most material part of his claim. Obviously he could not be believed on the remainder. There was a great deal more in the claim than \$2,000. The defendant was claiming that as partners they, the third parties, were liable for all his debts. That was a claim which his Lordship had found to be untrue. The onus was on the defendant to prove his case, and he had not done so.

Mr. Potter replying, said that there were two separate and distinct issues before his Lordship in the case; one of agency and the other of partnership.

Mr. Alabaster:—The same facts must cover the two; otherwise, there are no pleadings on the agency issue.

Mr. Potter, continuing, said that, when the case was ordered on June 17, they were ordered as agents for the Corporation garage. They said that if they did not order the cars his partner, they ordered them as agent. He claimed he could reject Mohideen's evidence and yet prove his case.

After hearing further argument, his Lordship reserved judgment on the question of agency.

ASSASSIN'S FAMILY VISIT HONGKONG.

Hope to See Li Hun Hong.

A reporter of the "Hongkong Telegraph" has been informed from a reliable inside source that the relatives of the man Li Hun Hong, who stands committed for trial for attempting to shoot Sir Francis Henry May, have arrived in Hongkong with the intention of seeing the prisoner.

It is stated that when his sister and wife heard he was arrested, they left Shim Mui Cham, for Hongkong. His child has also come along with them.

POSSESSION OF 100 lbs. OF DYNAMITE.

An Interesting Case.

At the Police Court, this morning, a Chinese was charged, before Mr. Melburne, with the larceny of 100 lbs. of dynamite and 600 detonators; dealing in ammunition without a licence, and being in possession of lottery tickets.

It transpired that at 8 p.m. last evening the defendant went to the Water Police Station and reported that whilst in a sampan coming down from Green Island, six men in a boat came alongside off Taum Tsai Tsin and attacked him. He alleged that they knocked him down and stole the dynamite and caps, valued \$100.

Lt. Sgt. Willis took the case in hand and put the defendant under a severe cross-examination regarding his story. The officer eventually came to the conclusion that he had not been robbed but had pre-arranged for the boat to come alongside and take the ammunition away. After an investigation it was found that the defendant had disposed of the explosives for \$75 to a man who could not be found.

A contractor in Yau-nati, who employed the defendant, was communicated with and he stated that he had sent him to Green Island to deliver the explosives for blasting purposes.

Lt. Sgt. Willis then strictly searched the defendant and found \$85 in notes concealed in his shoe and \$5 in silver. He was at once charged with larceny, which he admitted.

He was sent to gaol for three months with hard labour.

POST OFFICE.

Only fully paid letters and post-cards are transmitted by the Siberian Route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post to the Chinese provinces of Hanch and Hunan is now resumed.

MAILS VIA SIBERIA.

London to Shanghai
June 22 July 8

MAILS DUE.

American, Nile, 19th inst.

MAILS CLOSE.

Holloway, Halphong and Pakhoi—Per Sangkang 13th July, 8 a.m.

Philippine Islands, Yap, Marana, Friedland, Wilhelms, hafen, Rabaul, Herbertshohe, Matupi, Samarra, Australia, Tasmania and New Zealand via Brisbane—Per Prinz Walther, 13th July, 8 a.m.

Kudat and Sandakan—Per Gorn, 13th July, 8 a.m.

Strait and Bombay—Per Polconera, 18th July, 11 a.m.

Straits and India via Colombo—Per Nansang, 13th July, 11 a.m.

Japan via Yokohama—Per Fuzuki, 13th July, 1 a.m.

Philippine Islands—Per Yunnan, 13th July, 1 p.m.

Macao—Per Su Tai, 13th July, 1.15 p.m.

Shanghai and North China—Per Luen, 13th July, 5 p.m.

Japan via Kobe—Per Chuanang, 13th July, 5 p.m.

Suifu, North China, Japan, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Express of Siberia, 13th July, 5 p.m.

Holloway, Halphong and Pakhoi—Per Sangkang 13th July, 5 p.m.

Hongkong—Per China Debent 13th July, 5 p.m.

Swatow—Per Haiman, 14th July, 5 a.m.

Swatow, Amoy and Tamsui—Per Duig-mara, 14th July, 9 a.m.

Japan via Yokohama—Per Kunita, 14th July, 11 a.m.

Philippine Islands—Per Monmouth, 15th July, 2 p.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow and Tamsui—Per Chuanang, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

Swatow, Amoy and Fuzhou—Per Haiman, 14th July, 10 a.m.

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VESSELS IN PORT.

Steamers.

Awa Maru, Jap. s.s., 8,012, D. Shimizu, 7th July—Seattle 4th June, Gen.—N. Y. K.

Bellerophon, Br. s.s., 5,778, J. A. De B., 7th July—United States 12th July, Gen.—B. & S.

Borneo, Ger. s.s., 1,344, F. Samblit, 8th July—Sandakan and July Timber—M. & Co.

Clara Johnson, Ger. s.s., 1,103, A. Uderup, 10th July—Hankow and Hainan 7th June, Gen.—J. & Co.

Cheongshing, Br. s.s., 1,259, Liddell, 11th July—Tientsin 2nd July, Gen.—J. M. & Co.

Daig Maru, Jap. s.s., 846, Y. Somokawa, 10th July—Swatow 9th July, Gen.—O. S. K.

Empress of Japan, Br. s.s., 3,080, S. Robinson, a.m., 4th July—Vancouver 13th June, and Shanghai 1st July, Mail and Gen.—C. P. R. Co.

Kong Wai, Ger. s.s., 1,115, J. Kohler, 11th July—Bangkok and Swatow 11th July, Rice—B. & S.

Kunming, Br. s.s., 3,236, F. Wheeler, 11th July—Singapore 6th July, Gen.—J. M. & Co.

Yunnan, Ger. s.s., 1,259, Liddell, 11th July—Tientsin 2nd July, Gen.—J. M. & Co.

Manchuria, Am. s.s., 8,750, A. Dixon, 7th July—San Francisco 6th June, Mail and Gen.—P. M. S. S. Co.

Murex, Br. s.s., 2,829, Miles, 14th July—Tamsui 6th July, Liquid Fuel—A. P. & Co.

Namsang, Br. s.s., 2,591, P. M. B. Lake, 8th July—Japan 8th July, Gen.—J. M. & Co.

Yunnan, Br. s.s., 1,737, A. G. Smith, 8th July—China 29th June, Gen.—J. M. & Co.

Phanang, Ger. s.s., 1,011, N. O. Reher, 8th July—Bangkok via Swatow 27th June, Rice—B. & S.

Polovera, Br. s.s., 1,344, De A. Augusto, 9th July—Bombay 17th June, Gen.—O. S. K.

Pongtong, Br. s.s., 998, W. Bateford, 20th June—Hongkong 24th June, Coal—B. & S.

Profit, Nor. s.s., 716, Olsen, 9th July—Pentlin 6th July, Tin ore—A. T. & Co.

Rygg, Br. s.s., 2,412, E. Meyer, 7th July—Portland, Ore. 4th June, Four—Bank Line.

Shinkai Maru, Jap. s.s., 3,025, Onai 9th July—Mikao 3rd July, Gen.—M. B. K.

Sungking, Br. s.s., 947, H. Mathias, 11th July—Halphong and Holloway 7th July, Gen.—B. & S.

Tamara, Br. s.s., 3,818, Macdonald, 9th July—San Francisco, Bulk oil. S. O. Co.

Tjinali, Dutch s.s., 6,011, Soberbrook, 10th July—Amoy 9th July, Gen.—J. O. J. L.

Vatshing, Br. s.s., 1,142, R. H. Anderson, 7th July—Sebastopol 6th June, Gen.—J. M. & Co.

Yunnan, Br. s.s., 1,224, P. H. Bell, 9th July—Manila 8th July, Gen.—J. M. & Co.

SAILING VESSEL.

Comet, Br. 4-masted barque, 2,890, W. J. Davis, 13th June—New York 3rd Feb., Oil—S. O. Co.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1912.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Tytan 7th 1912 below 1911 below
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